CYCLE NEWS®

WEST Volume XXI : Number 38 : October 2, 1985 $1.00

New three-cylinder BMW K75

Ascot Half Mile: Ronnie Jones triumphant

Riding the 1986 Yamaha YZs; Congressman wants Stalder to resign; CMC Trans-Cal motocross; AMA/CCS endurance road racing; local racing; new products; speedway and much more!

America's weekly motorcycle newspaper

At Yamaha, we bikes to win races.

For years now, we've been telling you that we build the finest production motocross bikes in the world. And to prove it, we race them instead of the exotic works machinery our competition prefers to use.

But too often that message is overshadowed by the fact that we also have the finest factory riders in the world.

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Which not only proves we don't always need a factory rider to win a race. It also proves you don't need a factory ride to win one, either. Just a Yamaha.

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Built for the fun of it.™

At Washougal, we didn't need a

don't need factory

factory rider, either.

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $25 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

Subscription rates: One year, second class mail, $25; two years, second class mail, $45; three years, second class mail, $68; 25 weeks, $13. Foreign rates available on request.

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ON THE FRONT PAGE: BMW's new K75C sits in the grassy hillsides of Bavaria, West Germany. For a look at the new machine and BMW's plans for the K75, see pages 10 and 12. Photo by John Ulrich.

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voices

Mister Mustang dies

On May 11, my father, Howard Forrest, died at the age of 70 after a long illness from heart disease.

He was one of the first of the Midget race car builders and drivers of the old Gilmore Stadium days of the 1930. As a motorcyclist, he chose a Henderson four to modify for racing his Midget race car.

In 1936, at the age of 22, Howard built a small four-cylinder OHC water-cooled engine of 350cc completely by hand. He was an expert machinist and superb craftsman. This miniature racing engine was mounted in a small-wheeled motorcycle chassis and that machine became the inspiration for the American lightweight motorcycle known as the Mustang.

Howard Forrest and Chuck Gardner designed and developed the small-wheeled Mustang in 1944 and the machines were manufactured in Glendale, California until 1965. The Mustang was also the first American motorcycle to use telescopic forks, in 1947.

Howard Forrest was the chief engineer and built the famed Mustang racing bikes that were entered by the factory for the first three years at the Catalina races. They were always crowd pleasers and surprised so many people. The factory riders were Walt Fulton Sr., Eddie Kretz Jr., Harry Pelton Jr., Tom Bizzari, the late Al Gunter, Jimmie Phillips, and Eddie Arnold.

Bob Blair, Bert Brundage and the late Ray Bowles were also involved in the Mustang project.

Howard Forrest later worked for J.B. Nethercutt and rebuilt some of the engines and drivelines for the classic cars in that famous collection in Sylmar, California.

In 1954, Howard restored his bike from his youth which was a 1921 Ace four with sidecar. That lovely machine later became part of the Steve McQueen collection, and last November was sold for $20,500, which tied for second highest amount for a bike.

Howard's personality and beautiful craftsmanship was admired by the top men in the motorcycle industry in southern California during the 1940s and 1950s.

We will all miss him, but he will live on through his family and the beautiful handwork that he left.

JAMES W. FORREST
Downey, CA

Lawson fan

Eddie Lawson must feel the same way that Rodney Dangerfield does when he says "I don't get no respect." Eddie's racing career has been marked by some tremendous achievements, yet I don't think he gets the recognition he deserves. Certainly 1985 did not go as he would have wished, but the future is still to come; Eddie Lawson may not be the World Champion today, but the intensity in this man's eyes proves he is not a loser; not a beaten man.

I envy his ability to race and win against the best racers in the world, and to still be able to enjoy himself. I think Yamaha must realize that their success in Grand Prix road racing hinges on their ability to keep their riders satisfied as much as it does on rider talent and machine technology.

It seems obvious that (Giacomo) Agostini's egotistical personality is undermining the efforts of the rest of the team. Someone should be in a position to promote the accomplishments of the team as Honda has done so well with Spencer.

I look forward to reading about the continued success of Eddie Lawson and Yamaha in the pages of *Cycle News* in 1986. I wish Eddie the best of luck and all the spoils that go with it.

DAVID GAWRELUK
McCasuland, IA

Letter from Congressman Daschle

Thank you very much for contacting me to let me know of your interest in recent information issued by the U.S. Consumer Product Safety Commission concerning all-terrain vehicles. I appreciate hearing from you.

After contacting the CPSC, I have learned that there are no plans to outlaw the sale and/or use of these vehicles. The Commission is, however, concerned about the growing number of injuries and deaths involving ATVs; because of this concern, it has issued a plan of action to help educate the public to safety needs in order to reduce the number of accidents.

The plan includes a series of information-gathering studies as well as educational programs designed to educate and train the public in the safety and most efficient use of ATVs. It would be an information-sharing opportunity for manufacturers and consumers alike.

I hope that this news will put to rest your concern that ATVs will be outlawed. If I can provide you with further information or answer any questions, please do not hesitate to let me know.

TOM DASCHLE
Member of Congress
Washington, DC

Congressman Daschle sent this letter to one of his constituents in Aberdeen, South Dakota . . . Editor.

Lechien says thanks

I would like to take this opportunity to thank all of the people who made it possible for me to win the 125cc National Motocross Championship for 1985: Honda Motor Corporation for their great bikes; Chris Haines, my mechanic, for his outstanding job on my bikes; John and Rita Gregory and all my other friends at JT Racing for their patience with me and their great products; Scott Goggles and Bevo, the greatest; Maxima Products, the best lubricant available; Dunlop tires; my family and friends who were always behind me 100%.

I also want to thank all the fans for their support and enthusiasm at all the National supercross events. We had an unbelievable year . . . you're all the greatest!

RON LECHIEN
El Cajon, CA

Congressman Dreier on CPSC

Thank you for your letter. I appreciate your taking time out to inform me of your personal frustration with CPSC's Commissioner Stuart M. Statler, and was interested to see a copy of my letter to your parents published in *Cycle News*.

I certainly understand your irritation with Mr. Statler's remarks and actions as they affect the ATV industry. I am still awaiting the findings of the CPSC's public hearings on the ATV ban proposal.

If you have further comment or questions, please do not hesitate to call or write me.

DAVID DREIER
Member of Congress
Washington, DC

Congressman Dreier addressed this letter to John Ulrich . . . Editor.

Published letters do not necessarily reflect the position of Cycle News, Inc. Letters for publication must be typed and double-spaced; short, concise letters stand a better chance of being published; due to the volume of mail no letters can be returned or acknowledged. Send letters to Voices, P.O. Box 498, Long Beach, CA 90801.

LIFE LIBERTY AND THE PURSUIT OF $5,700

1985 LADY LIBERTY TRANS-CAL MOTOCROSS RACE SERIES™

One down. 6 to go.

After the dust settled at Huron, three riders emerged and snatched $550 of the $6,250 total purse in the Lady Liberty Trans-Cal QuadRacer Series.

So what are you waiting for? You still have the freedom to challenge the toughest QuadRacers in the West and qualify to race in the QuadRacer Championship at the February 1986 Anaheim Supercross. There you'll have the chance to race against Gary Denton the Rose Bowl Quad winner and Greg Clark, the Coliseum Quad winner, both are automatically seated.

Get your QuadRacer ready. Who knows, Lady Liberty could be your lucky lady. Each race has a prize of $200 for First, $100 for Second and $50 for Third place.

There are still 5 qualifying races left in the Lady Liberty Trans-Cal QuadRacer Series. Each race will qualify 2 Quads for a total of 12 Quad Qualifiers in the Series.

A final qualifying event will take place during the CMC/Ascot Park Night Nationals on November 15th. This event will qualify 1 Quad and round out a field of 13 qualifiers. And with the addition of Denton and Clark, a total of 15 Quads will do battle in Anaheim.

HURON PARK/QUALIFIERS

On September 14 & 15, Jim Putman and Jim Sedelbach became the first two qualifiers that will take their Quads and do battle in Anaheim.

LAGUNA SECA/Sept. 21 & 22

Now the action is getting stoked as two more qualifiers will ramble over natural terrain and prepare for their date at Anaheim. First place receives $200 plus $100 in expenses and travel. Second place wins $100 plus $100 in expenses and travel. Third place wins $50.

SANDHILL RANCH/ Sept. 28 & 29

Time to round up two more qualifiers for the most exciting race of the year. First place grabs $200 plus $100 in expenses and travel. Second place wins $100 plus $100 in expenses and travel. Third place gets $50.

MADERA FAIRGROUNDS/ Oct. 12 & 13

The race continues. After the dust settles, two more qualifiers will be eligible for Anaheim. First place takes home $200 plus $100 in expenses and travel. Second place gets $100 plus $100 for expenses and travel. Third place receives $50.

ASCOT PARK/Oct. 19 & 20

The two qualifiers that survive this event will win a date at Anaheim. First place rides home with $200. Second $100 and Third $50.

CMC/ASCOT PARK NIGHT NATIONALS/Nov. 15

This is the final night of the season. Only one Quad will qualify. This will be the final entrant who will participate at Anaheim. First place wins $200. Second $100 and Third $50.

THE 1986 ANAHEIM QUADRACER CHAMPIONSHIP

Anaheim Stadium will rumble as the fastest, fiercest Quads in the West race for a purse of $1,400 for First, $1,000 for Second and $800 for Third.

For more information, call CMC (The Continental Motosport Club) at (714) 261-6116.

You've got the Quad and you've got the heart. Now follow the flame to victory.

Continental Motosport Club CMC® SANCTIONED

THE 1986 SUZUKI® QUADRUNNERS™

FOREMOST IN FOUR-WHEELING.

The Latest POOP BY PAPA WEALEY

Wayne Rainey has signed a two-year contract with Honda to compete in AMA/Camel Pro Series Superbike and Formula One road races. The deal also contains a third year option that will see Rainey remain in the U.S. after speculations that he would venture to Europe to ride in the proposed Kenny Roberts 500cc Grand Prix team.

Americans Jeff Ward (Kaw) and Ron Lechien (Hon) finished 1-2 in the September 14 Dutch Stadium Motocross held in Nijmegen, Holland. Gert-Jan van Doorn (Hon) copped third ahead of John van der Berg (Hon), while Americans Billy Liles (Kaw) and Mark Murphy (Yam) took fifth and sixth, respectively.

Ricky Graham's win in the San Jose Mile National marked his 21st Camel Pro Series National victory. Graham now stands sixth in the AMA record books behind Jay Springsteen (40), Kenny Roberts (33), Bart Markel (28), Joe Leonard (27), and Dick Mann (24). Over the past six weekends Graham has notched four National wins, one second, one third place finish and a DNF in seven rides. For the record, Graham's 21 National wins include 13 on the mile, six TT victories and two half mile wins in his eight Camel Pro Series seasons.

Defending Endurance Road Race Series World Champions Gerard Coudary and Patrick Igoa won their second straight title by teaming up with Alex Vieira and riding a works Honda to victory in the Bol d'Or 24-Hour at France's Paul Ricard Circuit on September 14-15.

"Nothing has been signed, but the negotiations are all but complete," said a Kerker spokesman when asked on pressday (September 23) about rumors that Kerker had been sold to Fred Fox. According to the spokesman, Kerker President Dick Raczuk will continue to manage the company on a consultant basis. "It will be business as usual," said the spokesman, "but it will be under Fred's umbrella." Kerker manufactures and sells high-performance exhaust systems and motorcycle accessories.

Terry Vance borrowed Pizz John Mafaro's 1260cc Vance & Hines-engined Suzuki GS1100 to win the Pro Stock class in the IDBA Nationals at Atco, New Jersey September 22. In winning, Vance set a new IDBA record at 8.26 seconds, breaking his old record of 8.28 seconds; the win set Vance up to win the IDBA Championship.

The 1986 Daytona 200 Motorcycle Classic for Superbikes will have a record $155,000 purse that includes $50,000 from a pair of 50-mile qualifiers, each carrying a $25,000 purse. The twin, 50-mile qualifiers will be used to set the 80-rider grid for the 200-miler and will replace the 100-mile Formula One race that was held on the Friday last year.

The future of next year's South African Road Race Grand Prix seems to be in severe jeopardy. October's scheduled Formula One car grand prix, at the same Kyalami track that the motorcycles use, is running into problems because of the political situation in South Africa and the same is expected to happen to the motorcycle GP. The bike GP is scheduled to open the 1986 GP series in March.

Von Thielmann Tours in San Diego, California is offering the chance to tour New Zealand by motorcycle. The tour is set to begin on March 2 and run through March 21, 1986 and will feature the chance to witness Halley's Comet. For more information write to Von Thielmann at P.O. Box 87764, San Diego, CA 92138.

Former Speedway World Champion Bruce Penhall will face seven-time National Champion Mike Bast in a two-out-of-three match race on Friday night, October 4 at the Orange County Fairgrounds in Costa Mesa, California. The match race will be part of a reunion featuring speedway stars from the late 1970s. Race promoter Harry Oxley will donate the cash equivalent of purse money over the average paid in the months of August and September to charity. Any old time speedway riders interested in competing can call International Speedway at 714/492-9933.

Brock Yates' One Lap of America, the 8000-mile drive around the United States, may include a motorcycle class in the 1986 event. For more information call 212/697-7500.

Honda-mounted Australian Mark Chapman beat Paris-Dakar winner Gaston Rahier in the Wynn's Safari outback race in Australia. Chapman arrived in Darwin three minutes ahead of Rahier after completing the Sydney-to-Darwin race in 21 hours and nine minutes.

The Specialty Vehicle Institute of America recently certified 23 more Chief Instructors. The 23 men and women completed an eight-day training program in Big Bear, California and now are part of 46 certified ATV instructors.

President Reagan has established the President's Commission on Americans Outdoors to review outdoor recreation policies, programs and needs. Governor Lamar Alexander of Tennessee has been appointed Chairman, and commissioners included Derrick Crandall (President of the American Recreation Coalition), Congressman Morris Udall (D-AZ), Congresswoman Barbara Vucanovich (R-NV), Senator Bennett Johnston (D-LA), Senator Malcolm Wallop (R-WY), Frank Bogert (Mayor of Palm Springs, California), Sheldon Coleman (President of the Coleman Co.), Gilbert Grosvenor (National Geographic Society), Rex Maughan (Conference of National Park Concessioners), Charles R. Jordan (Parks Administrator, Austin, Texas), Wilbur F. LaPage (New Hampshire State Parks Director), Patrick F. Noonan (Conservation Resources Group) and Stuart Northrop (Chairman of Huffy Corporation). The Commission is expected to hold public hearings across the country to consider funding for public recreation, dissemination of information on recreation resources, the role of organizations providing recreation on public lands, and any appropriate changes in federal recreation programs and policies. More information is available from the American Recreation Coalition at 202/466-6870.

AMA/District 37 and the Bureau of Land Management is sponsoring a Lucerne Valley desert clean-up and fun day on September 28-29. Trash bags, trophies, refreshments and a free Barstow-to-Vegas entry are being given away by sponsors American Honda, Jack Froelick trophies and Coors; for more information call Red Austin at 714/982-0806

The 4th Annual BMW Reunion and Campout hosted by Wagoner Cycle Works will take place on October 11-13 at Two Wheels Only Campground in Suches, Georgia. The event is the only one in the mid-south during the fall months. Call 404/963-9868 for more info.

The Arizona Desert Racing Association (ADRA) has a job opportunity available that entails the coordination and staging of at least six enduro events. The ADRA would prefer a non-racer, but a good motorcycle rider; send resumes to Phil Auernheimer, President ADRA, 1408 E. Granada, Phoenix, Arizona 85006.

The Checkers M.C. annual River Run to Parker, Arizona, originally scheduled for October 12, has been cancelled due to problems obtaining permission to cross some private lands. The Checkers is working to get permission to hold the run in May of 1986. Instead of the River Run, the Checkers will hold a three-loop hare and hound in Lucerne Valley on October 13.

Southern California has another motocross track with the opening of Los Angeles County Raceway near Palmdale on Pearblossom Highway; CRC will hold the first race at the facility on September 29.

AFM road racer and Dailey & Associates Advertising copywriter Paul Van Zuyle broke his back in a crash at Willow Springs Raceway in Rosamond, California, September 22. Van Zuyle did not suffer paralysis and was scheduled to be moved to UCLA Medical Center on pressday, September 23. More information is available from John Lassak at 714/867-7298.

The October 2 Eye on L.A. television show on southern California's Channel 7 will feature speedway racing. The show will be seen later on the nationwide show Eye on Hollywood.

The promoters of the La Carrera coast-to-coast road race for single-cylinder four-strokes have announced that the Yamaha SRX-6, the Honda FT600R and the Kawasaki ZS600R will all be legal for the Baja California race.

New Team Freddie Spencer/SuperTrapp member Jimmy Filice sat out the Ascot Half Mile with an ear infection.

About 30 motorcycles and 100 cars have entered the October 5 La Carrera San Felipe to Ensenada road race in Baja California, Mexico. The event, open to single-cylinder motorcycles, will be headquartered at the Bahia Hotel in Ensenada; Mr. Armando Labato is in charge of event coordinating at the Bahia. More information is available from Labato at 011-526-678-1818.

The Iowa Motorcycle Dealers Association will meet at the Airport Hilton Inn in Des Moines, Iowa on January 18-19 for the 1986 IMDA Annual Convention.

MOTORCYCLE INDUSTRY CHANGES

Named As the exclusive distributor for Lectron Carburetors for Moto Guzzi motorcycles, Rennsport Racing and Manufacturing in Santa Barbara.

Wadded A Honda NSR400 triple being tested by Cycle Guide magazine, by contributor George Wegner, who flew off a cliff while riding in a southern California canyon; Wegner was unhurt, but the motorcycle suffered extensive damage.

Changed Pace Management's phone number to 713/621-8600; the new address is 45 South Post Oak Place Drive, Suite 200, Houston, TX 77027.

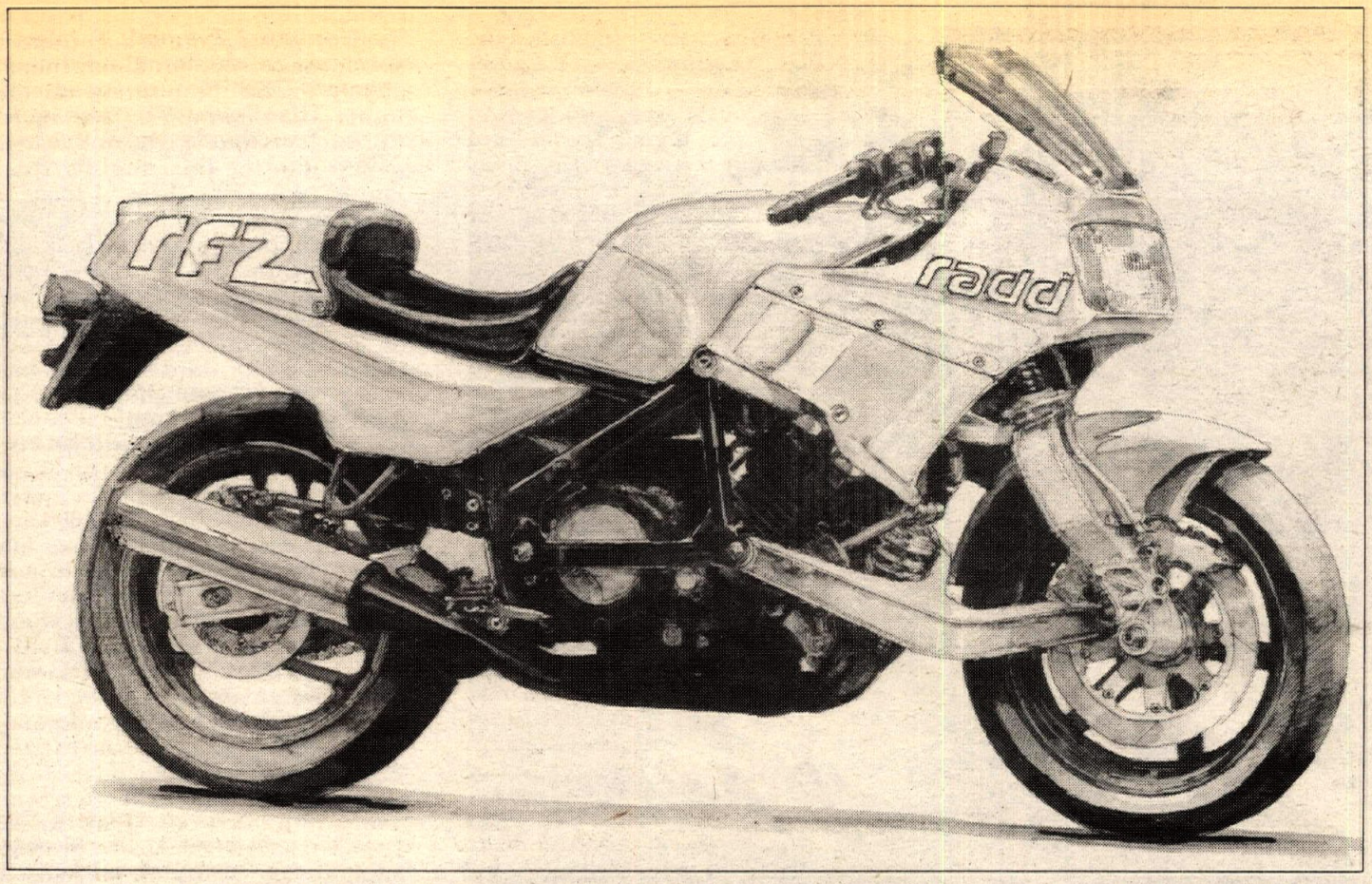
Wadded A 1985 Honda XLV750 test bike, by Motorcyclist magazine Associate Editor Nick Ianatsch at El Mirage Dry Lake in California during a photo shoot.

Changed The name of Micronics International, Inc., to Cobra Systems at 2242 Camden Ave., Suite 9, San Jose, California 95124.

Promoted Dennis "Frank" Murry to Sales and Production Manager of Rifle, the makers of motorcycle fairings; Murry has been involved in the motorcycle industry for 17 years while working with Rifle for the past two years.

Changed The Whittier Kawasaki GPz Club to the Southern California GPz Club; the club no longer has any ties with Whittier Kawasaki or any other dealership.

Born A baby girl Kelly Shea to Rich and Cathie Kerrigan, of Kerrigan 3 Wheelers, on September 8. •



This is inventor James Parker's conception of a R.A.D.D. Yamaha FZ750 street bike using his single-sided-swingarm, center-hub-steering front suspension system. Parker is trying to interest manufacturers in the system.

The American Federation of Motorcyclists (AFM) has scheduled its annual six-hour endurance road race for November 24 at Willow Springs. More information is available from 213/864-0704.

Honda has modified its CBX750FE for the German market; the modification includes as different dipstick with the oil level markings raised by the equivalent of 90cc. Technicians found that overheating could result if the bike was run at a minimum oil level.

With the addition of this year's 500 and 125cc World Motocross Championships, Pirelli Tires claims to have won 14 of 18 World Championships in the last six years; 13 of the first 20 riders in the final 500cc MX GP in Switzerland were using Pirellis.

BMW looks set to become the world's first company to offer an anti-lock brake option on their new machines. The system will be available as an option on K100 and K75 models in early 1987.

A 30-minute video tape of the August 5 Donner Ski Ranch Trails National is now available through Duncan White Productions for $29.95 plus $4 shipping. For more information write to Duncan White Productions at 316 California Ave. #505, Reno, Nevada 89509.

Mike Bosnick of Monsoon Motocross Promotions in Tacoma, Washington is now making his services available to the public and motorcycle dealers in the northwest for help with 1986 race plans. For more information call Bosnick at 206/475-8695.

The new JT Racing goggle and face guard prototypes have been seen at their design studio; production is underway and the new goggle and detachable facemask will be available in November. JT Racing will also soon be coming out with a new full-face DOT approved off-road helmet made by Bell Helmets; the full-face model should be available in about two weeks.

Australian motocrosser Jeff Leisk is expected to be hospitalized for up to seven weeks in a German hospital, following a crash in practice during the September 8 Motocross des Nations in Gaildorf, German. Leisk suffered a compressed fracture of the seventh vertebrae and without him the Australian team floundered to second-to-last finish with 45-points; Leisk had set the fifth fastest time in qualifying and crashed on the very last lap of practice.

A new 820-mile route has been laid out for the November 8-10 SCORE Baja 1000; the race will still begin and end in Ensenada, Baja California, but for the first time the main thoroughfare of Lopez Mateos Blvd. will be blocked off from traffic in order to accommodate a manufacturer's midway. Two main differences in the 1985 course include an alternate route around the silt beds near Punta Prieta and a detour around Hurricane Alley that is impassable due to recent heavy rains.

It is rumored that Pirelli has launched a radial street tire designed to withstand speeds over 180 mph with the profile being 60 percent of its width. The 60 series will be fitted to the DB1 Bimota while other manufacturers are still accessing the tire.

Rumor has it that Danny "Magoo" Chandler will split from KTM and contest the 500cc MX GPs in 1986 with support from Kawasaki of Italy. Englishman Kurt Nicoll, who also rode with support from KTM in 1985, appears headed for an assault on the 500cc GPs with backing from Kawasaki.

Over 1.5 million acres of public land has been put into wilderness classification in Arizona over the past year, according to the Arizona Outdoor Coalition. No off-road vehicles are allowed in wilderness areas at any time and there is over two million more acres in wilderness study and nearly five million being managed as wilderness, according to the AOC. That amounts to nearly one-third of the public land in the wilderness status.

Beginning in February, Willow Springs Raceway will host an 11-race Unlimited Formula One series on the first Sunday of each month in conjunction with the ARRA. The field will be limited to 30 entries which will be decided by the rider's time qualifications or point standings. The winner of the series will get a Toyota truck along with a minimum of $1000 in cash or merchandise; each race will pay $400 for first place, $200 for second, $100 for third and $50 for fourth through ninth. For more information call Willow Springs at 805/256-2471.

Motorcyclist Services of Santa Rosa, California has recently taken on an M-Star dealership; they plan to sell new bikes as well as M-Star and Maico parts.

Continental Tires has announced a 12.5% increase in sales for the first half of 1985 versus 1984. Germany's largest tire manufacturer expects year-end sales of over $1.5 billion for 1985.

Kawasaki will soon be assembling 250cc bikes in Red China; under a new deal, China will be getting a Z250 single-cylinder machine and, while initially the bikes will be assembled from kits exported from Japan, they will eventually be manufactured in China.

Yamaha is expected to show its new 135 bhp, 165 mph FJ1200 street bike at the Paris show in October. The bike is reportedly a bored-out version of the FJ1100.

General Bicycle and Moped Company, Inc., of East Rutherford, New Jersey has been chosen by Piaggio as the exclusive Vespa distributor in the United States.

Cable Television's USA Network will expand the MotoWorld program to one hour beginning with the October 29th show. The show, which airs at 10 p.m. Eastern time on the last Tuesday of each month, features an all-motorcycle news format.

Filming recently concluded for a public television show highlighting ATV safety. The 30-minute show, produced for national syndication in affiliation with Louisiana Public Broadcasting, is part of a 13-segment outdoor recreation series called "Outdoor Magazine." Producer Dick Davis hopes the series, which will air in 1986, will premier on at least 100 of the 300 public broadcasting stations across the country.

The California All-Terrain Vehicle Association (CATVA) is asking for letters commenting on the ATV safety issue from those who can't attend the October 17 CPSC meeting in Los Angeles, California. Send letters to Sharon Bishop, CATVA, 401 Santa Barbara St, Santa Barbara, CA 93101.

Motorcycling historian Russ Whittinghill of Louisville, Kentucky, provided us with some interesting information regarding Grand Prix road racing World Champions who have won two titles in the same year. Unless you've been living in a vacuum, you know that Freddie Spencer won both the 250 and 500cc titles this year, and that was a first. Seven other riders have won two titles in the same year, and they are: Geoff Duke (1951, 350 and 500cc); Werner Haas (1953, 125 and 250cc); Carlo Ubbiall (1966/1959/1960, 125 and 250cc); John Surtees (1958/1959/1960, 350 and 500cc); Gary Hocking (1961, 350 and 500cc); Phil Read (1968, 125 and 250cc); Giacomo Agostini (1968/1969/1970/1971/1972, 350 and 500cc). •

THE NATIONAL PAPERS

By Roxy Rockwood

The last dirt track National of the year will be held at Sacramento. Some of the suspense is gone with Bubba Shobert's clinching of the AMA Grand National Championship at the San Jose Mile, but the racing will nevertheless be typically exciting.

For the first time at the present location, the Sacramento Mile will be run on on Sunday afternoon instead of Saturday night. It is also the final National of the year.

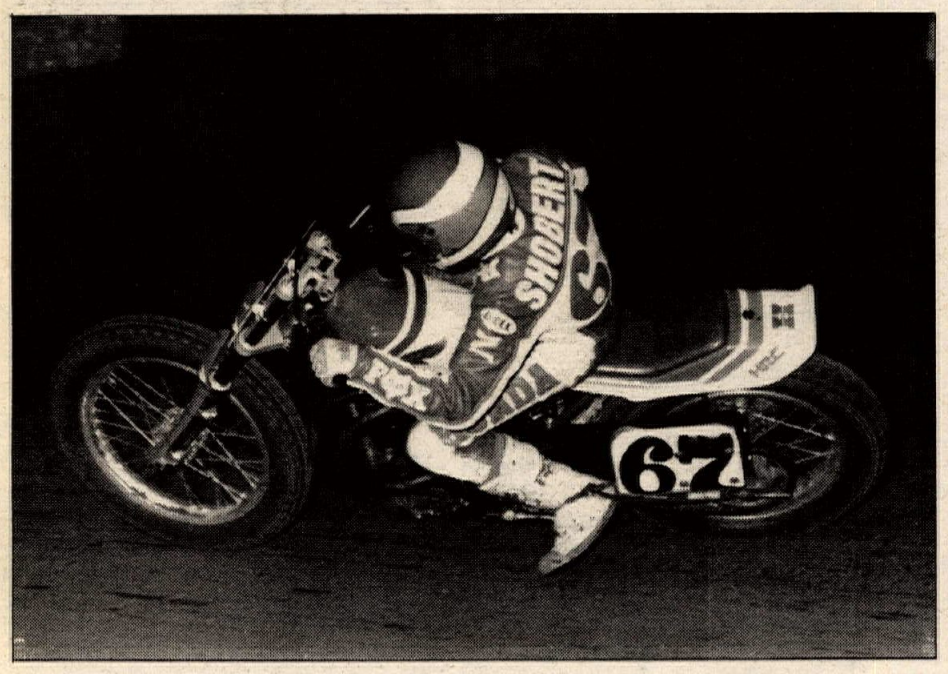
Shobert is the only rider to ever win at either the current or the old fairgrounds' mile on three occasions, but Ricky Graham can be tough at this one. He was leading a year ago when his tire wore out, and although he missed the opening mile last spring, he won the race in 1984.

Sacramento will wind up the Stroh's Beer mile series as well as the Camel Pro schedule, and racing in the day should provide the favorites with a totally different track from the night slider. Since the return of Sacramento Mile racing in 1978, six riders have come away winners and five of them are entered for this one.

This will be the race that will tell the story for the $175,000 Camel Pro money, the $50,000 Stroh's purse and the $40,000 AMA/Promoters point fund. With all things considered, Shobert should pull into the pits for the final time this year about half a million dollars richer. This will make him the top wage earner in beautiful downtown Lubbock, Texas for 1985.

PHOTOS BY DAN AND MARY MAHONY, DAVE STROHMAN AND MITCH FRIEDMAN, AND KENNY

Ronnie Jones (above) dominated the evening's events, winning his heat race and the main; he took the lead on lap two and didn't look back. (Below) Bubba Shobert has to wait until '86 for a half mile win.



AMA Grand National Championship/Camel Pro Series: Round 28

Jones jams at Ascot HM

By Matt Hilgenberg

GARDENA, CA, SEPT. 21

Oklahoma's Ronnie Jones rode his Honda RS750D to the win tonight at the 20-lap Ascot Half Mile National. It was Jones' second trip to the winner's circle this season, and his first win since the 1980 Hinsdale TT. Finishing runner-up to Jones was 1985 Grand National Champion Bubba Shobert, who passed Ted Boody (Hon) near the halfway point of the main; Boody was third ahead of Team Freddie Spencer SuperTrapp's Doug Chandler.

Time Trials

Harley-Davidson rider Mike Garrison earned the pole position for heat number one by turning a 22.093-second lap time in qualifying. Boody (College Bike Shop/Arai/Megacycle Cams/Moto-X Fox/Visu Filter) clocked-in the second fastest lap at 22.114, while Shobert (22.147) and Honda's Ricky Graham, at 22.200, sat on the pole for the other three heats. Jones filled the top five with a 22.289. Minnesota's Randy Triplett was the 48th and final rider to make the field, qualifying at 23.405.

Heats

Garrison (Garrison Roofing/Bell/Storz Perf.) led the charge at the start of the first 10-lap Expert heat race over Jones, Scott Parker and Jay Springsteen. Jones got up beside Garrison going into turn one at the start of the third lap, then outpowered him to take over the lead heading onto the back straightaway. As Jones pulled out a small lead at the halfway point, Chad Felicio (H-D) moved from sixth past Mike Minnig for fifth. A lap later, he passed Springer for fourth, but was still almost a full straight behind third-running Parker. Jones, Garrison and Parker maintained their positions to take the three direct transfers to the main event. Felicio finished fourth ahead of Springsteen.

Randy Goss was riding his own personal Harley from the 1984 season, instead of his usual Freddie Spencer/SuperTrapp Honda. Goss said he felt more comfortable on the H-D than the Honda, and it showed in heat two. He was second off the line behind Boody, with Alex Jorgensen and Rodney Farris 3-4. Farris took over third before the end of lap one, then Terry Poovey — on the Mert Lawwill Harley — got by Jorgensen on lap two to run fourth. Canadian Jon Cornwell was sixth for the first couple laps, but dove under Jorgensen and Poovey into turn one for fifth on lap four. He was working on Farris when Goss stuck a wheel under Boody in the south turn. Boody bobbled in turn two, and Goss shot past and into the lead. Just past the halfway point, Cornwell got under Boody for second, but Boody immediately retook the position on the inside going into three. That forced Cornwell a little high, and Farris moved into the final transfer spot. Poovey was right there to make a three-way battle for third. The three riders swapped the position back and forth until the end of the ninth circuit, when Farris' front wheel washed out, and he fell down. Poovey blasted by Cornwell on the white flag lap and held on for third behind Boody and winner Goss, who looked as good as he has all season.

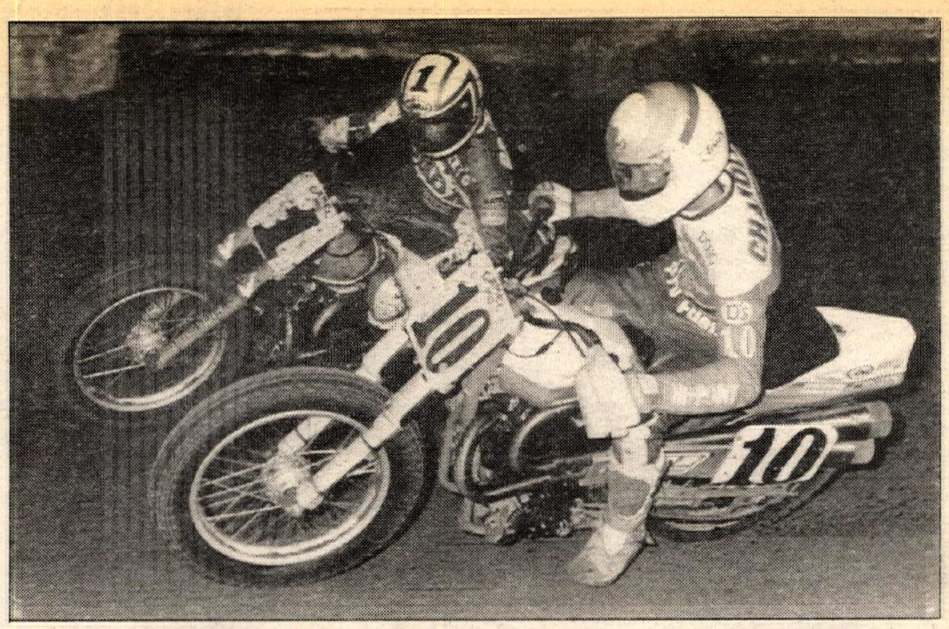
The start of heat three was held up for two minutes while Garth Brow hustled to replace a couple fouled spark plugs. When it got underway, Pearson was first off the line, but trailed leader Shobert and Robert Land as they headed onto the back stretch; Chris Carr was fourth ahead of Brow. While Pearson and Carr discussed third place, Chandler moved from seventh to fifth. Coming off turn four on the fourth go-around, Chandler got under Carr; then he and Pearson drove past Land on the front chute, and Chandler grabbed second going into turn one. Carr passed Land, and a lap later, got by Pearson for third. Carr stayed close to Chandler while the leading trio pulled away from Pearson. Land stayed in fifth to challenge Pearson, but the veteran held the upper hand at the checkered flag. Shobert, Chandler and Carr (R&B Harley-Davidson/Shoei/Blendzall/Hi-Point/H-D Motor Co.) earned seats in the National. Brow finished eighth after his brakes quit working near the beginning of the race.

With sparks flying off his steel shoe, Graham dropped from second to fourth going onto the backstraight, but got an excellent drive heading out of four to regain second behind Steve Morehead, who won two previous half miles this season. Steve Eklund and Pete Hames were third and fourth. Graham used his Honda's awesome horsepower to pass Morehead as they crossed the start/finish line to begin lap three. Graham and Morehead (KK Supply/Storz/John Dragoo/Laubes Cycle City/D's Leathers H-D) ran up front while three riders hashed it out over third. Eklund kept the spot early in the race but was challenged by Hames and rookie Expert Don Estep. At the midway point, Hames and Estep both passed Eklund, but Eklund (Arai/Hi-Point) was soon back into third. On the 10th lap, Hames slowed a little with a sick engine, and Eklund made a charge at Morehead, but fell short. Graham won the slowest heat over Morehead and Eklund, with Estep fourth.

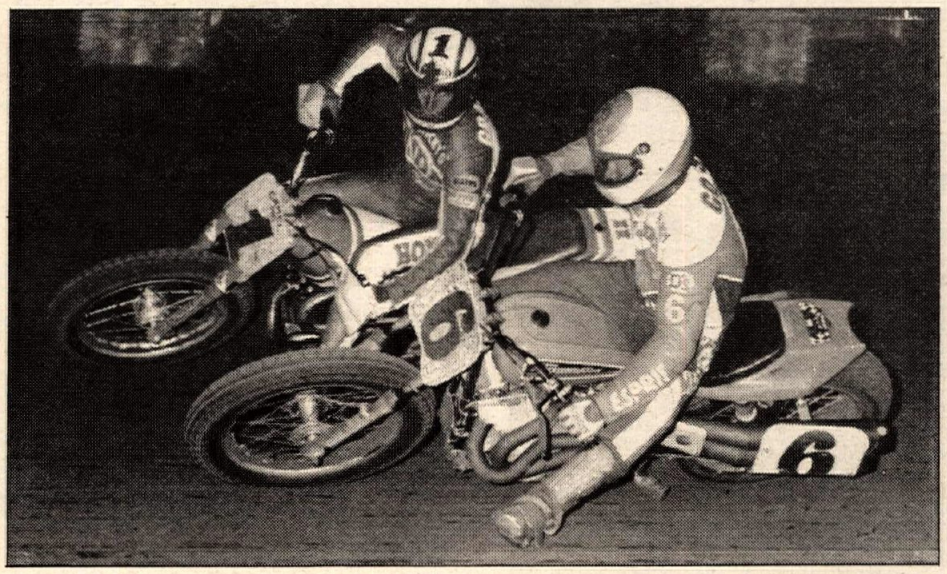
Semis

After a false start in the first semi, Springsteen got the lead over Cornwell, but the Canadian overtook Springer before lap one was over; Tom Maitland was third. Once out front, Cornwell turned up the boost and pulled away till the finish. He was half a straightaway ahead of Springsteen on lap six, when Maitland got under the former champ for second. Only one rider transfered to the 15-man main, and Cornwell (Deely's H-D/Bel-Ray/Shoei/Treen Leathers/Wolfe Pipes) dominated the event. Maitland finished second ahead of Harley-Davidson's Springsteen after a close race.

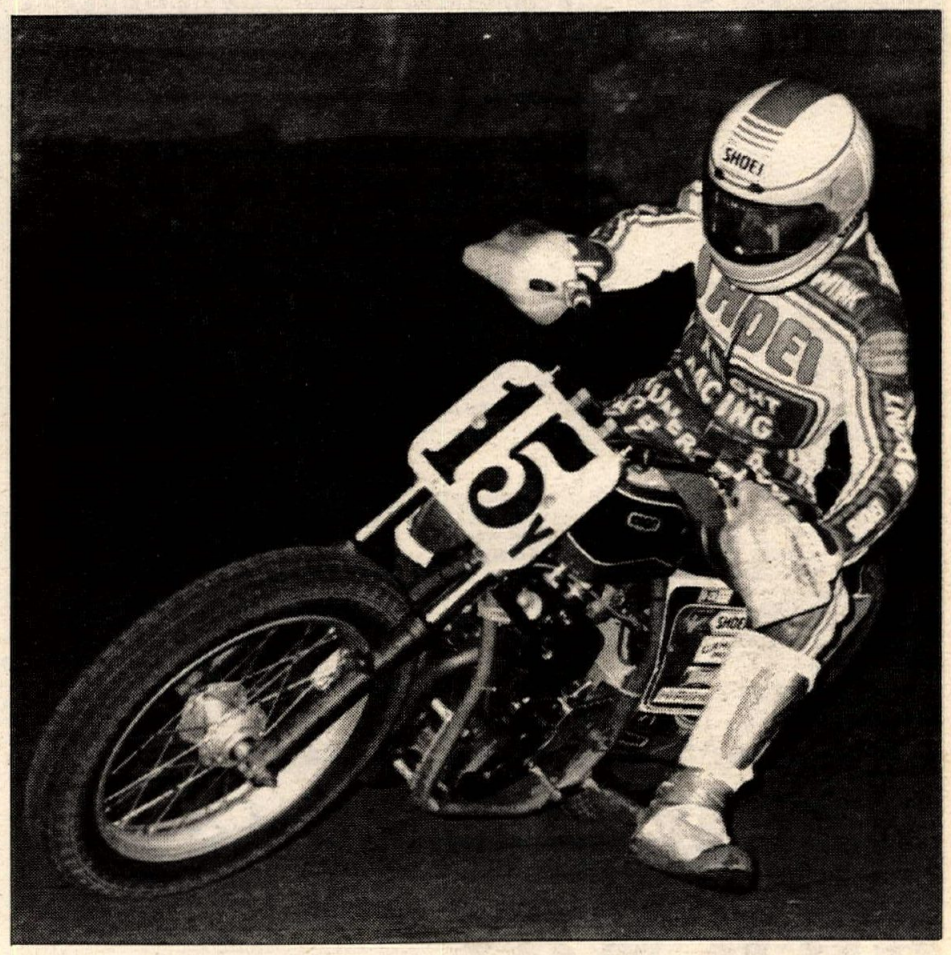
Don Howard and Estep ran side-by-side for much of the first lap of the second 10-lap semi. Estep edged Howard by a bikelength on the front stretch, and took over the lead at the start of lap two. Howard bobbled in turn two, and Hames moved up a spot; Pearson was fourth for one



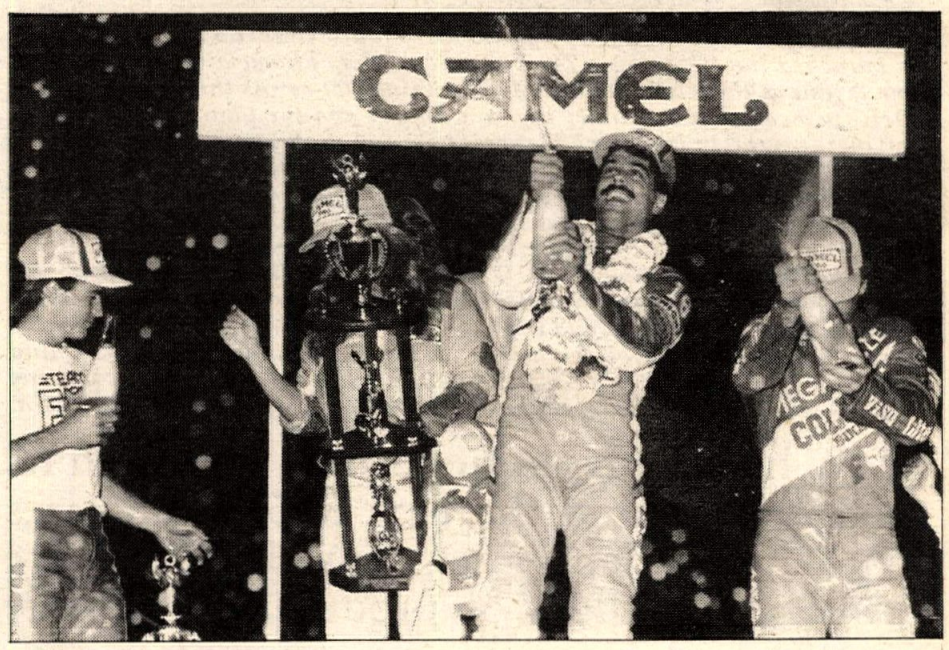
(Above) Mike Garrison leads Ricky Graham (1), Ronnie Jones (16), Randy Goss (6) and Ted Boody (12) in turn one of the main. (Below) Graham (1) and Goss (6); Graham needed a tire, Goss got tired.



Graham (1) fades back while Doug Chandler (10) moves up to fourth in the main. (Below) Winkie Freitas won the Juniors, and closed on Atherton.



(Below) Bubbba Shobert, Miss Camel Pro Vivian Chadbourne, and Oklahomans Ronnie Jones and Ted Boody in the winner's circle.



more lap until he also passed Howard. Estep cruised on to the win, followed by Pearson, who was running all alone in second. Hames and Howard swapped third with Sweet, but Howard came up in the spot at the finish.

Last Chance Qualifier

Pearson and Chad Felicio ran 1-2 at the start of the LCQ, but it was Hames who went on to the final. He got by Felicio at the beginning of lap two when Felicio bobbled, then drove under Pearson going into three on the same lap. From lap three on, Hames (Gardner/Griswold/Board Racing/Arai) was in the lead. Maitland finished second. Hames got a third-row start in the main for his efforts.

Junior National

Winkie Freitas came to Ascot with two major problems, one was a sore ankle and the other a diminishing chance of a Junior championship. Freitas had a two-point cushion going into the round prior to Ascot, the San Jose Mile, but a collision in the opening laps led to a sore ankle and a DNF. Rival Brian Atherton took the win and opened up a 15-point lead. Freitas, however, cruised in for the win on Saturday night to gain back a slim chance of catching Atherton in the points race.

Freitas (Shoei/Knight Frames/Blendzall/Hi-Point/So-Cal Gas/Tsubaki/SuperTrapp/Carlisle Honda) started the evening with a false start in heat one and wound up on the third row. The race, however, was halted when Southgate, California's James Kesler went down going into turn three. On the restart, Freitas immediately shot to the outside in turn one and started picking off riders. By the end of the first lap Freitas had moved into third place and, while sticking to the outside line, eventually got by Hill to take the first heat win.

Atherton asserted himself in heat two with a runaway win over Johnson and Craig Howard to set up an expected Freitas/Atherton duel in the main event. The riders took a warm-up lap and then the flagged dropped for the 12-lap final. Freitas grabbed the holeshot and, once again shot up high. Atherton was in second on the backstraight on the opening lap with Ted Taylor third and Hill fourth.

The showdown wasn't to be as Freitas quickly opened up a lead on Atherton. Meanwhile, Hill started to shake loose from the pack and Bryan McDowell while gaining rapidly on Atherton. Hill and Atherton were side-by-side to start lap six while McDowell held fourth ahead of Johnson and Taylor.

The duo of Hill and Atherton changed positions on every lap while gaining slightly on Freitas. As the race reached its final stages, however, Hill (Champion Frames/Shoei/Matco Tools/Daeco Fuel/Castrol/Bates/ND Spark Plugs) got the best of Atherton while Freitas took the win. Fourth place went to McDowell with Johnson fifth and Taylor sixth. Freitas used the advice of his crew and went high to ease the pain in his ankle and get back to within eight points of Atherton (Ron Wood/Perry's H-D/Hi-Point/Arai/Stump Ins./Carlisle/Tsubaki/NHI/Northern Elec. Wood-Rotax).

National

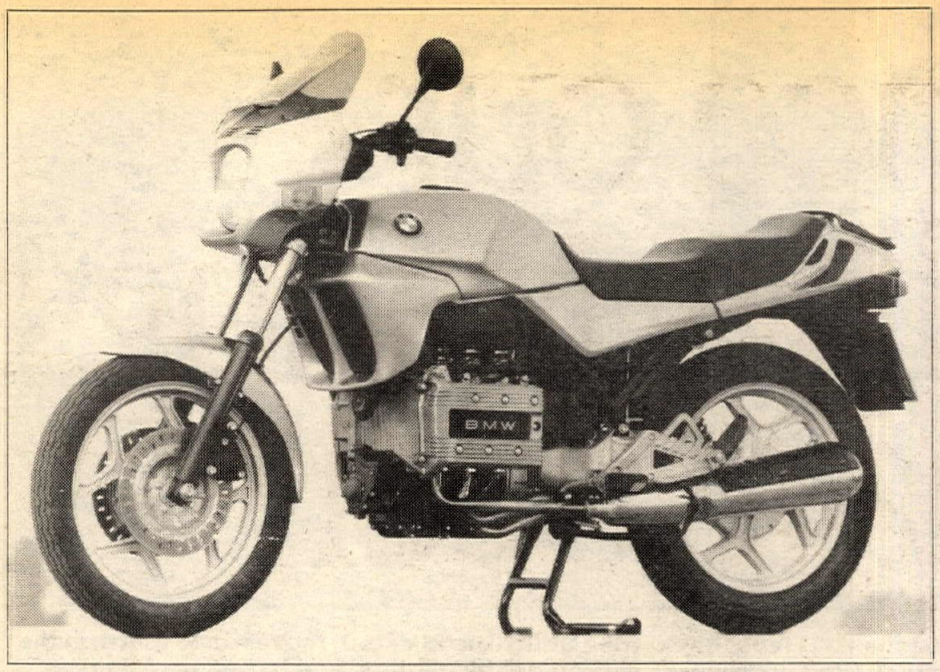
Jones won the fastest heat of the evening, and chose to start on the groove, one spot in from the wall. Shobert was on the inside of the first row, with Boody, Garrison and Graham next to him; Goss was on the outside.

Garrison was the quickest to react when the green light lit up, and led the pack into turn one for the 20-lap main. Jones, Graham, Boody, Poovey and Shobert filled the top six. Shobert moved by Poovey on the front straight to end the first lap; halfway through lap two, Jones motored into the lead.

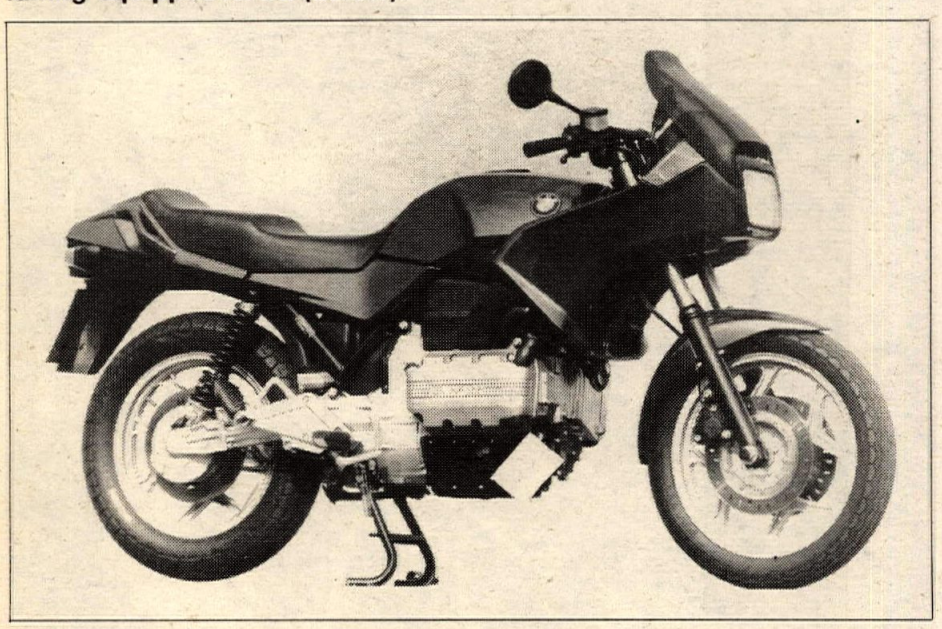
Graham and Boody traded third a couple times, but Boody was in the spot on the back stretch of lap two. Graham drifted high into turn three, and Shobert jammed into third. Garrison's bike started missing on the front straight, and he dropped back rapidly, making the top four Jones, Boody, Shobert and Graham on lap four.

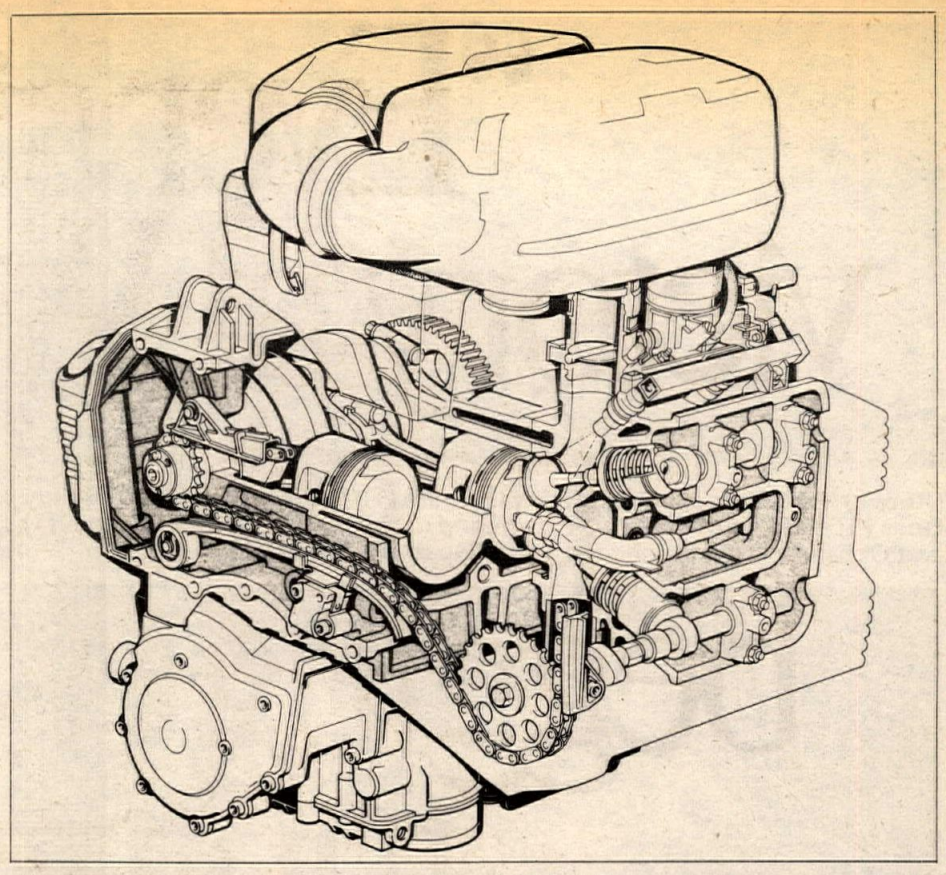
Poovey ran fifth for a lap, then passed Graham. The front-runners had pulled away, and a war over fourth was about to begin. The race for fourth didn't include Graham, however, as he chose the wrong tire — a 51S as opposed to a universal compound Carlisle — and slowly faded back. Chandler moved up to challenge Poovey; Cornwell, Estep and Morehead weren't far out of their shadow. Chandler was the first to make a move on Poovey, but it lasted only a lap, and Poovey was in fourth for a few more tours around the Ascot

(Continued to page 29)



BMW's new three-cylinder K75 comes in two versions, the standard K75C (Above) with a handlebar-mounted fairing, and the frame-mounted-fairing-equipped K75S (below).





The 740cc K75 engine is basically a K100 with one cylinder lopped off. But the K75 has a 120° crankshaft and balance weights on the counter-rotating output shaft.

Denouncing horsepower:

BMW goes its own way

By John Ulrich

Two years after the introduction of the 987cc four-cylinder K100 series, BMW has launched the K75, a new 740cc three-cylinder. The new machine has the same layout as the K100, the cylinders running flat across the frame with the DOHC, two-valves-per-cylinder head on the left and the plain-bearing crankshaft on the right. In fact, the K75 shares bore and stroke, and transmission and running gear with the K100, including a slightly-modified frame.

The K75 makes more horsepower per unit of displacement, and is rated at 74 bhp at 8500 rpm, compared to the K100's 90 at 8000. The extra power-per-liter comes from new combustion chambers and pistons (for a higher compression ratio), and different cam timing. BMW hopes the K75 will broaden its worldwide market share and boost its annual production of motorcycles. In true BMW tradition, the K75 is unique, and BMW's sales strategy and view of the machine is equally unique. What follows are the first in the series of articles examining the latest machine from Europe's largest motorcycle manufacturer; the company that produces it; and the theory behind BMW's motorcycle involvement...Editor.

BMW has always gone its own way with its motorcycles, and the new K75 emphasizes that fact. When other manufacturers are pushing the edges of production-machine technology and introducing faster and more-demanding, single-purpose machines, BMW has denounced the horsepower wars and advocated easy-to-ride, technically-simple motorcycles for normal street use.

Maybe BMW has the right idea. Despite the fact that worldwide motorcycle sales declined by 14% in 1984 (predictions for 1985 point to a further 12% decline), BMW sales increased 17.3% in 1984, to 32,000 motorcycles. BMW expects to sell 34,000 motorcycles in 1985, an increase of 9% over 1984.

On the other hand, 34,000 motorcycles aren't many compared to worldwide motorcycle production of 8.3 million (in 1983, the most recent year figures are available for) Japanese motorcycle production of 4,026,000 motorcycles in 1984, or even the 570,000 street and dual-purpose motorcycles (710,000 including off-road bikes) sold in the U.S. in 1984. BMW North America sold 2844 K100s and 2744 flat-twins between September 1984 and September 1985, for 1.8% of the U.S. market. In contrast, Suzuki has sold 18,000 high-horsepower, racer-replica GSXR750s worldwide since February.

According to BMW Motorrad Sales and Marketing Director Karl H. Gerlinger, problems facing the motorcycle market include cut-throat priced competition, proliferation of models, and rapid loss of resale value. And, as Gerlinger tells it, ". . . the 1985 season has hailed the advent of a new trend in the motorcycle market. Manufacturers have been concentrating on the new generation of 750cc machines with a standard of power and performance previously only available from 1000cc. These new models in the 750cc range are characterized by extreme sportiness and performance. With their aggressive racing styling, they look as if they had come straight from the race track. But is this the right approach for the future or a grave mistake? Perhaps the motorcycle manufacturers who introduced these models have made a mistake.

"To answer this question, please allow me to quote Mr. Nowak (Horst Nowak, a psychologist and motorcycle market researcher, whose speech opened the 100 Years of the Motorcycle exhibition in Munich on August 1). 'Looking at new motorcycle models we sometimes get the rather grotesque idea that the manufacturers of these machines are really craving for destruction in some kind of mad state of mind. After all, the motorcycle is currently running the risk anyway of being this substantial risk, manufacturers are launching new models which, through their power and performance — not to mention their styling and appearance — give the rider no other choice but to behave in a socially unacceptable manner.'

"I think that statement speaks for itself and there's nothing I have to add. Such a policy on the part of certain manufacturers is nothing but a doomsday approach — as if this were the end of mankind with no tomorrow.

"Feeling our responsibility as a motorcycle manufacturer, we have not participated in this power race in the 1000cc range. And for exactly the same reasons, we will not join in the escalation of power in the 750cc market, either. By drawing a distinct line between our model policy and the philosophy pursued by our competitors, we therefore endeavor to stand out clearly from the competition with their exaggerated emphasis on power and performance. In developing the K75, we have thus conceived a product for a market niche currently clearly neglected by our competitors. Because not all riders are Freddie Spencer. And the people we're appealing to are people who want motorcycles which offer sheer riding pleasure instead of stress and the obligation to perform. Motorcycles with a harmonious concept and superior all-around features like our K75."

Gerlinger's comments are echoed by Dr. Eberhardt C. Sarfert, General Manager of BMW Motorrad, who told the press at the K75 introduction that "In conceiving the K Series, we have deliberately refrained from using exaggerated technologies and engines designed entirely for maximum performance. Because in our opinion there are already too many muscle-packed racing replicas. In a day and age in which more and more people are calling for power and performance limits to be applied to the motorcycle, a responsible and conscientious manufacturer should not add further fuel to the fire. Like the K100, the K75 is an expression of our product philosophy derived from the underlying strategy of our company: To build driver (and rider)-oriented passenger vehicles with a high standard of sportiness, technical sophistication, exclusivity, carefree handling and comfortable motoring."

Gerlinger says that BMW will continue to manufacturer flat twins as well as the K75 and the larger K100. As he sees it, 30% of K75 buyers will be owners of other BMW models, 45% will be owners of other brands, and 25% will be people returning to or first entering the motorcycle market. BMW plans to sell about 10,000 K75s in 1986, and to increase total BMW motorcycle sales worldwide 10% over 1985.

In Germany, the K75C sells for 12,890 DM ($4781); the K75S for 13,990 DM ($5189). ●

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Dennis Smith, Team Cycle Tune

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And yet, this Yamaha FZ won both the heavyweight superbike class and finished first overall in the twenty-four hours of racing.

All of which not only says a lot about Team Cycle Tune's ability to go fast, it says a lot about an FZ's ability to go fast.

Or as Cycle World put it, the Yamaha FZ750 puts out "enough power to demolish every sport bike in its class."

The rest of the field at Willow wouldn't argue.

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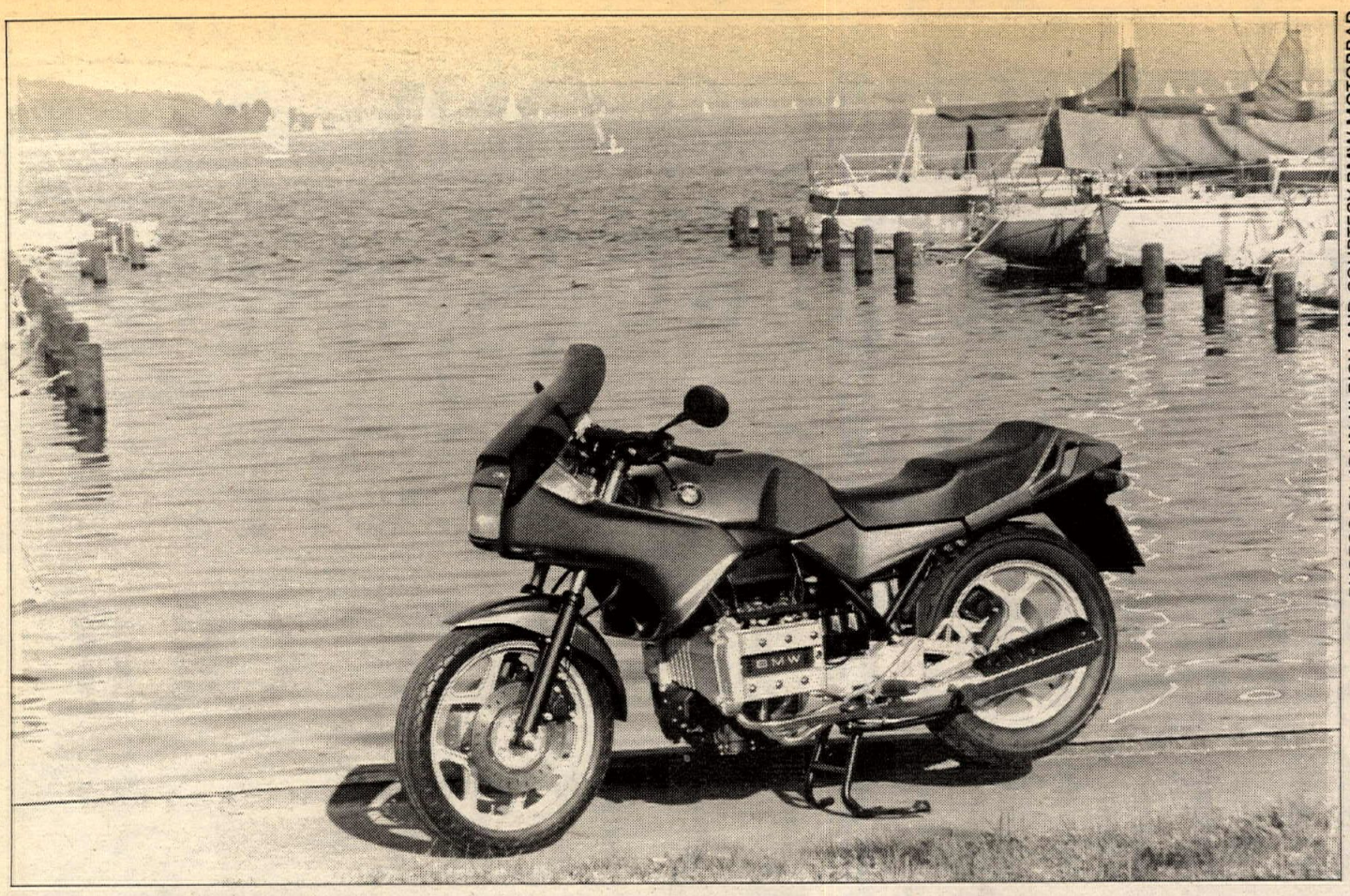
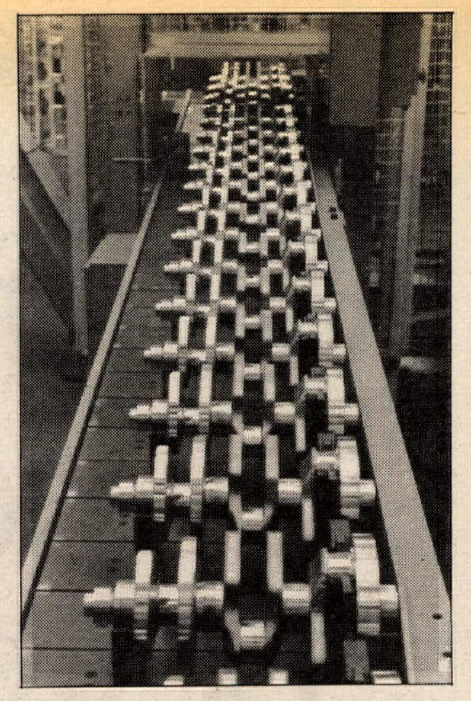
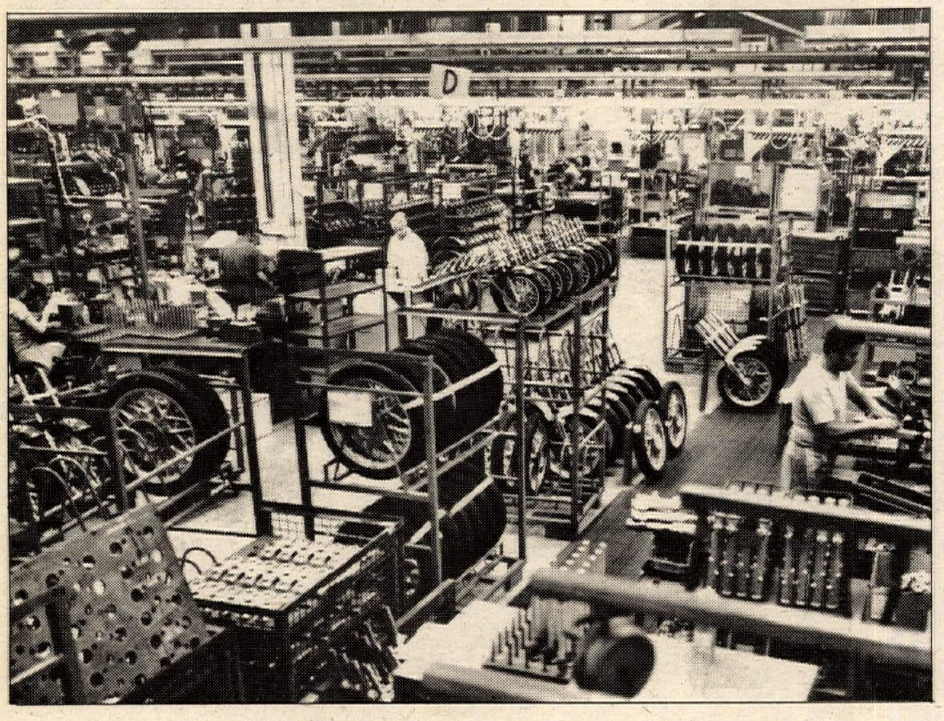


PHOTOS BY JOHN ULRICH AND COURTESY BMW MOTORRAD



BMW K75 triple crankshafts await drive gear machining.

BMW's new K75S, with a frame-mounted sports fairing, will be available in the U.S. in the spring; the K75C will be available late this year. (Below) The BMW factory in Berlin.



Two-wheeled operations lose money

Why BMW builds motorcycles

By John Ulrich

PRIEN, WEST GERMANY, AUG. 30

BMW loses serious money building motorcycles, and there's little chance the losses will end in the foreseeable future, according to sources close to the company. But there is equally little chance that the company will stop building and selling motorcycles, according to the sources and to BMW Motorrad spokesmen, even though the motorcycle division is heavily subsidized by BMW's car-building operations.

"BMW entered the motorcycle world at a relatively late point in time and is now one of the oldest manufacturers still in existence," BMW Motorrad Chairman Eberhardt C. Sarfert told reporters at the BMW K75 750cc triple press introduction held in West Germany. "You probably know that last year BMW produced approximately 432,000 cars and 34,000 motorcycles. Among the overall workforce of BMW with about 45,000 employees, only about 2200 work for the motorcycle, and the share of the motorcycle in BMW's overall turnover is not even 5%. However, it would be totally wrong to judge the actual significance of the motorcycle for BMW merely on the basis of these figures. Because the contribution of the motorcycle to the image of the company is more significant than its economic contribution.

"On two occasions — 1923 and 1948 — motorcycles marked a new beginning in the history of our company," Sarfert said, referring to BMW's start as a motor vehicle manufacturer in 1923 and its rise from wartime ashes in 1948. "And in both cases this production of motorcycles developed into the production of cars exported to the four corners of the globe. Despite the dominating role of the automobile, however, the motorcycle has never become a kind of byproduct for BMW. Because BMW has always remained faithful to the motorcycle event in the 1960s when the motorcycle was replaced by the car in its function as a mere means of transport.

"As one of the last surviving motorcycle manufacturers in Europe, we were also in the market when the motorcycle experienced its renaissance as a leisure-time and hobby activity in the 1970s. We therefore participated in this outstanding motorcycle boom and remained successful in a market dominated to a degree of more than 90% by the four motorcycle giants from Japan — a market that has been faced with substantial problems in recent years.

"It is quite obvious and logical that we have recently invested all of our potential at BMW in the automobile," said Sarfert. "Precisely this, however, has also provided the foundations for the survival of the (BMW) motorcycle. After all, we at BMW have a long tradition in the motorcycle market to which we also remained faithful when the motorcycle was more of a talisman than a promising economic prospect."

Sarfert went on to tell reporters that BMW has built more than 600,000 flat-twin motorcycles since the introduction of the R32 flat-twin in 1923, and another 220,000 single-cylinder machines between 1927 and 1965. In 1981 alone, prior to the introduction of the K100 four-cylinder, Sarfert explained, BMW built 33,120 flat-twins.

"In 1979, BMW had to decide if it should stay in the motorcycle business," Sarfert said at the press conference. "BMW decided to move ahead in the motorcycle world."

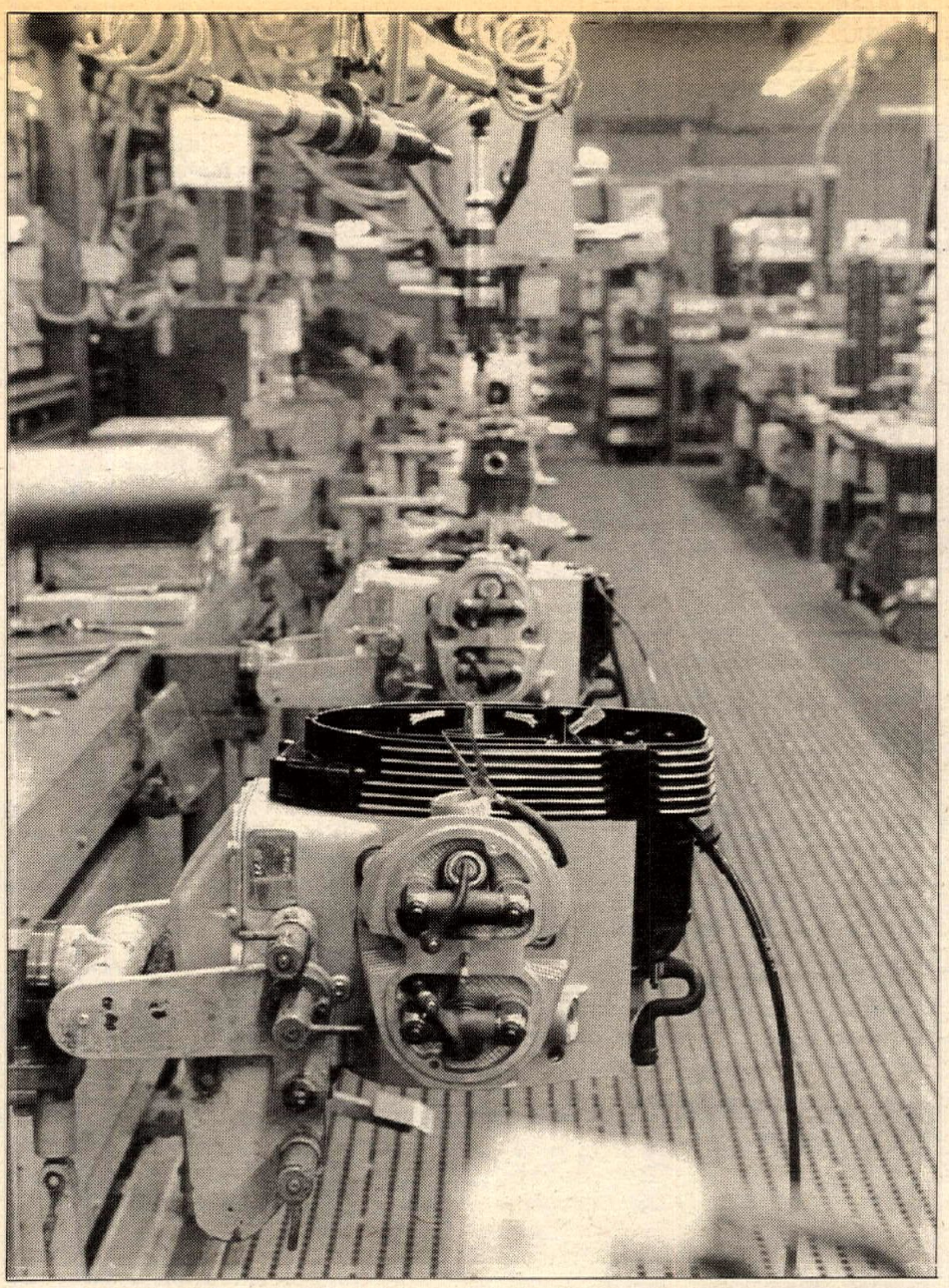
Continuing, Sarfert said, "Considering the fact that the motorcycle market is dominated by the Japanese and is becoming more difficult all the time, we were naturally faced with the question of whether it would be sensible for a German manufacturer to build motorcycles at all. And whether the medium and long-term forecasts would justify our investments for expanding and modernizing our production facilities in Berlin."

The Berlin factory was key to the decision. The plant was already running close to its maximum, none-too-efficient capacity of 32,000 bikes a year when the decision had to be made to continue building motorcycles or to abandon motorcycle production. To continue, the company needed a new range of machines and a modern, state-of-the-art factory; better productivity was needed to lower production costs and make building motorcycles economically viable.

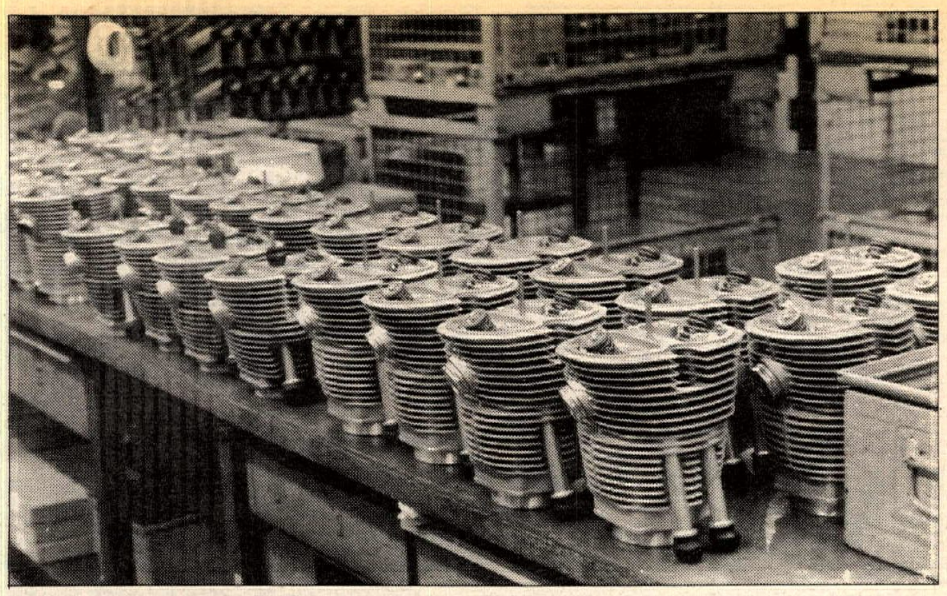
The catch was that, to justify the cost of revamping and expanding the factory, BMW would need to sell more motorcycles per year. The marketing department was assigned the task of determining sales potential for a new 1000cc four-cylinder and 750cc three-cylinder in each country.

As one source involved in the research tells it, months of work produced an annual sales prediction of 48,000 motorcycles a year. But when the report detailing the research and its conclusions was sent to BMW Motorrad management, it came back almost immediately with a notation from one of the top managers. "We have to be able to sell 60,000 units a year or else the Board of Directors will not approve the money for modernization of the Berlin factory," said the writing on the report. "Adjust the figures."

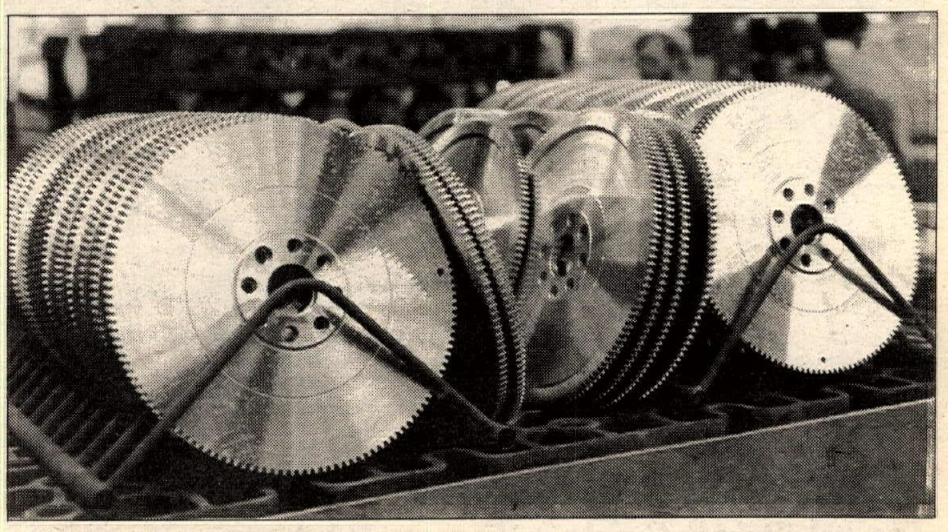
The market researchers went back through their report, juggled the figures for each market, and resubmitted it. The report was taken to the Board of Dirctors, and BMW committed to what would later total an investment of DM 300 million ($111,270,000) in revamping the Berlin factory. Before the factory was finished, BMW Motorrad management announced that the decline of the



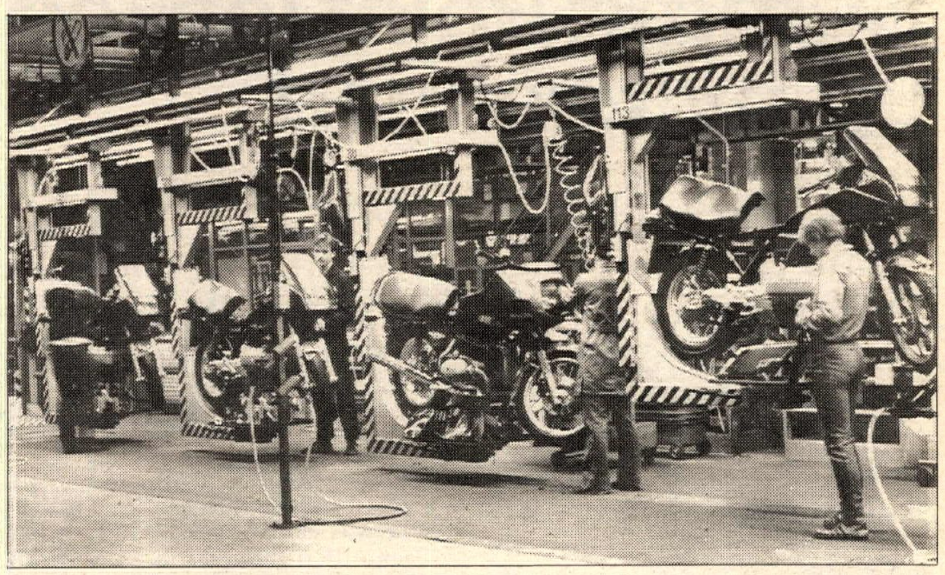
Twins move down a combined K100/K75/boxer engine assembly line in the Berlin factory. This photo was taken during a morning break.



(Above) Rows of boxer top ends await mating to crankcases. (Below) Boxer flywheels next to the assembly line.



BMW's Berlin assembly line can build four-cylinder K100s, three-cylinder K75s and twin-cylinder boxers simultaneously.



motorcycle market worldwide meant that the company would have to settle for selling 48,000 motorcycles a year when the factory was finished. At the time of that announcement, the marketing department's internal figures showed that sales potential had dropped to 39,000, or about what BMW hopes to have sold by the end of 1985 (38,000 projected from current sales; the company sold 34,000 in 1984).

"The development department which, like the sales and distribution division is situated in Munich, was given the go-ahead for the K Series, a completely new generation of motorcycles," continued Sarfert. "The objective was to build a progressive and future-oriented high-performance motorcycle intended to supplement, and not replace, the proven flat-twin range. In this way, we wished to make sensible progress and offer a new concept to those customers whose demands could no longer be fulfilled by the flat-twin.

"The Board of Management of BMW AG thus endorsed the concept of the K100, a four-cylinder 1000cc machine, and the K75, its three-cylinder 750cc counterpart," said Sarfert. "Development of the K75 started about two years after the development of the K100. The heart of both models is the water-cooled, multi-cylinder, in-line engine with electronic fuel injection and ignition fitted in a flat, lengthwise position. This arrangement of the engine is protected by international patents and gives the motorcycle unique styling just as outstanding as that of the flat-twin. One may therefore say that BMW has once again created a face in the crowd among the innumerable motorcycles in the market.

"The pledge to the motorcycle and to Berlin, which we clearly expressed when our factory was inaugurated by (West German) Chancellor Helmut Kohl on March 1, 1984, was of course made easier by the support we received from the City of Berlin for our project. However, without our confidence that we would be able to operate an economically-successful factory in Berlin, not even the best financial support and tax preferences would have induced us to take this step. After all, it meant investing no less than DM 300 million and developing our production facilities in Berlin into the most modern motorcycle factory in Europe. Considering that the situation in the market has become more difficult, however, has our courage really paid off?

"To provide a final answer to this question here and now would certainly be somewhat premature. It is a definite fact, however, that the worldwide response of the media to the K100 is quite unprecedented in the history of the motorcycle. BMW's decision as one of the few motorcycle manufacturers remaining in the Western hemisphere to take up the Japanese challenge has been welcomed as a remarkable and courageous step as well as an historical event. Indeed, it is even regarded as proof of BMW's innovative capacity as the only manufacturer of cars *and* motorcycles outside of Japan.

"The K100 has received good marks in road tests and has been voted Motorcycle of the Year in several countries. The market figures also provide a clear signal of this motorcycle's outstanding success: With the worldwide market declining all the time, we have been the only significant manufacturer to achieve further growth. Manufacturing 34,000 motorcycles in 1984, we even set up a new record in the history of our company. We have therefore succeeded — also through the success of our new R80 and R80RT flat-twin models launched in 1984 — in further increasing our market shares in the large category above 750cc. By the end of this year, we plan to build no less than 38,000 motorcycles. The K75 is intended to develop new groups of purchasers for BMW and secure the future of the BMW motorcycle in general," said Sarfert.

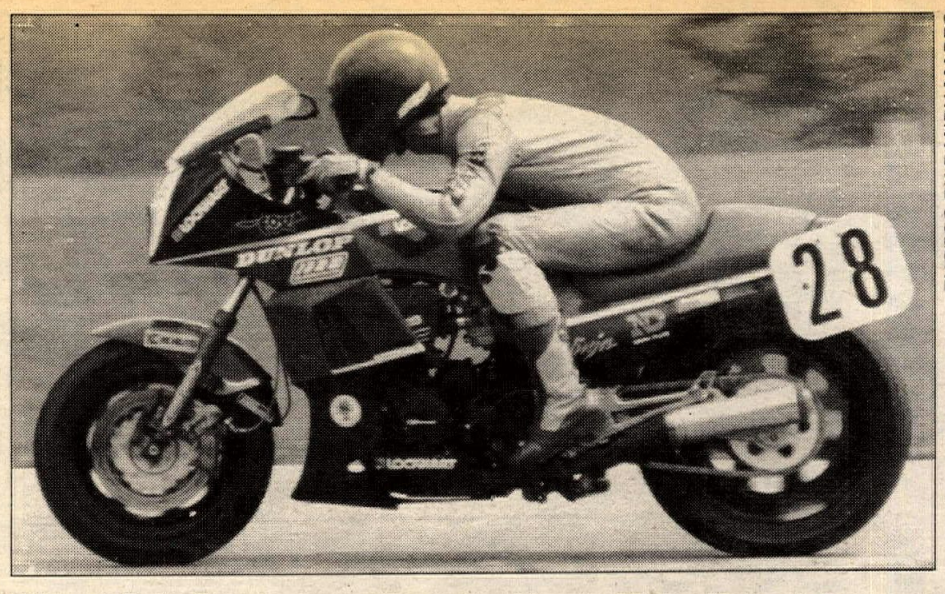
"I would like to quote a statement," he continued, "made by Eberhard von Kuenheim, the Chairman of the Board of BMW, on the occasion of the ceremony for opening the 100 Years of the Motorcycle exhibition (in Munich last month): 'In our economies, mobility is no regarded as the fourth production factor in addition to labor, real estate and capital. This is why our infrastructure is closely linked with the automobile. The motorcycle, in turn, stands out as a symbol of freedom in our day and age. It is one of the opposite extremes beyond practical value and everyday use. And precisely this gives the motorcycle a great future. Because the joy of motion and mastering technology will remain an eternal virtue. Accordingly, the motorcycle will retain its overall position within society and mankind.'

"We believe in the future of the motorcycle and we have great faith in its potential," concluded Sarfert.

Despite Sarfert's confidence, the motorcycle operations have continued to flow red ink. The company shifted production of various cast parts for BMW cars to the factory in Berlin so the car group could share the costs of the Berlin factory; if BMW Motorrad alone carried the costs of the Berlin operations, the red ink would be so deep that the continued production of motorcycles would be impossible to sell to BMW shareholders.

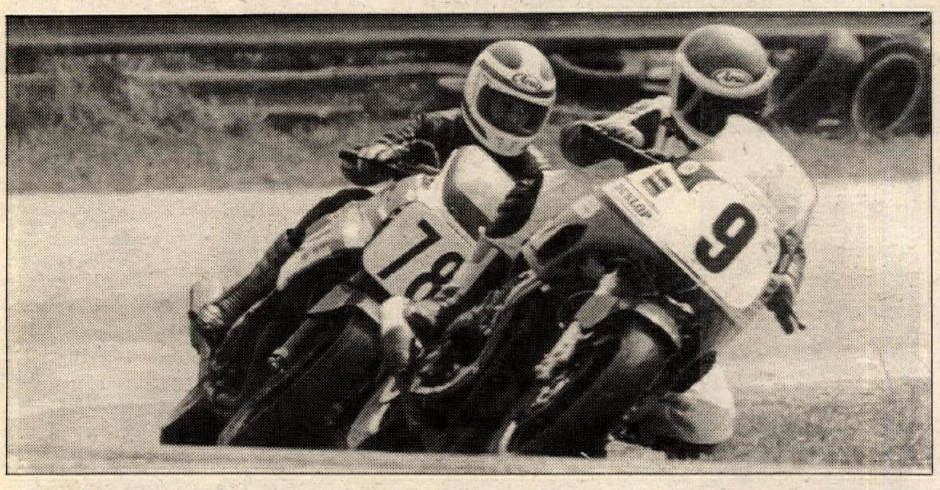
So why, exactly, does BMW build motorcycles? As Sarfert said, image.

Because, as our BMW marketing source explained, "Mercedes makes cars and trucks; BMW makes cars and motorcycles. That makes BMW cars seem more sporty, and that's why BMW will always make motorcycles."



PHOTOS BY RANDY MARRS

(Above) Dale Burroughs on Team Lockhart's Ninja. (Below) Quester-Sullivan (9) leads CG Racing, FJ1100 vs. FZ750.



AMA/CCS U.S. Championship Endurance Road Race Series: Round 11

Summit Point locked up by Lockhart

By Randy Marrs

SUMMIT POINT, WV, SEPT. 7-8

Team Lockhart's Wendell Phillips and Dale Burroughs rode their Kawasaki 900 Ninja to the overall win in the Summit Point Raceway round. The pair covered 474 miles in 237 laps on the two-mile course during the six-hour race to beat Quester-Sullivan Racing's Yamaha FJ1100 by one lap. The win marked the second of the series for the California-based team and moved them closer to series point leaders Greg Smrz and Larry Shorts on the Dr. John's Team Moto Guzzi twin in the championship title chase.

The round may not go in the record books as one of the fastest or closest races, but one in which the Lockhart/Dunlop/Mitchell Wheels/Performance Machine Brakes-sponsored Kawasaki dominated the entire six hours. Team Ontario, 1984 AMA/CCS U.S. Endurance Series Champions, did not even make the grid. The team's truck broke down early Saturday morning 200 miles from the track. Dr. John's Team Moto-Guzzi retired after only 16 laps of racing for their second straight DNF and third mechanical breakdown in the last three rounds.

A field of 28 teams began the race with the Team Gamma entry disqualified just into the race for a pit road infraction. At the green, the hare in the race was the Bowman/Mototek Racing Suzuki Katana which took an early lead over Team Lockhart and Dr. John's. As the Katana began to build a slight lead on Lockhart and Guzzi, the Quester-Sullivan Yamaha FJ1100 moved into fourth. Phillips, who was returning to his home track, began dicing for second with Smrz. The Bowman/Mototek Katana soon began smoking and retired from the race on lap 14. Smrz took the lead with Phillips close behind.

With just 16 laps completed, Smrz brought the Moto-Guzzi into the pits with an ailing motor. "Bang! It just went bang," said Smrz. "I guess we broke a valve spring. It was running real good and I was turning 27s, maybe too fast. I was going faster on the Guzzi than I've ever gone here on my Yamaha TZ750. The track is in good shape." The fast track coupled with the high heat and humidity became a deciding factor before the six hours ended.

By the end of the first hour, Lockhart held the lead they would have for the balance of the race followed by Quester-Sullivan, CG Racing's Yamaha FZ750, Backroad Bandits and Stockline Racing. Both Lockhart and Quester were a lap up on third and fourth and three laps on fifth. The race in the GTU class was very close with Team Visa's Yamaha FJ600 and Bridgeport Kawasaki's Ninja 600 on the same lap with Bridgeport leading.

Phillips and Burroughs continued in the lead and were able to keep Quester-Sullivan at bay into the second hour. By the end of the second hour, Lockhart and Quester remained on the same lap. As the race neared the halfway point, Phillips put a lap on Quester, who led Jeff Atwell, Craig Gaver and Courtney Collins on the CG Racing/Pete's Cycle Co. Yamaha FZ750. CG, in turn, had a lap on the Backroad Bandits' Suzuki GS750 holding fourth. Ed Key, who had come to ride with Ontario, was recruited by Backroad Bandits.

By the fourth hour, the Arai/Bassani/Dunlop/Russell Performance/KK Motorcycle Supply FJ of Mike Harlow, Bob Voorhees and Mike Barenbrugge was making a run of it to move back on the lead lap. Voorhees, who was having a strong ride on the Quester-Sullivan entry, said, "Our brakes are gone and we really need some slicks on this bike."

The Bridgeport Kawasaki/Spectro/Metzeler/Street & Competition Cycle Ninja 600 put a lap on Team Visa in the GTU battle with two hours to go. "I've got a great bunch of riders and I think we've cured our heating problems with the Ninja," said team captain Forbes Duguid, adding, "Paul (Miles), Fred Doon and Miles Frederick are going great."

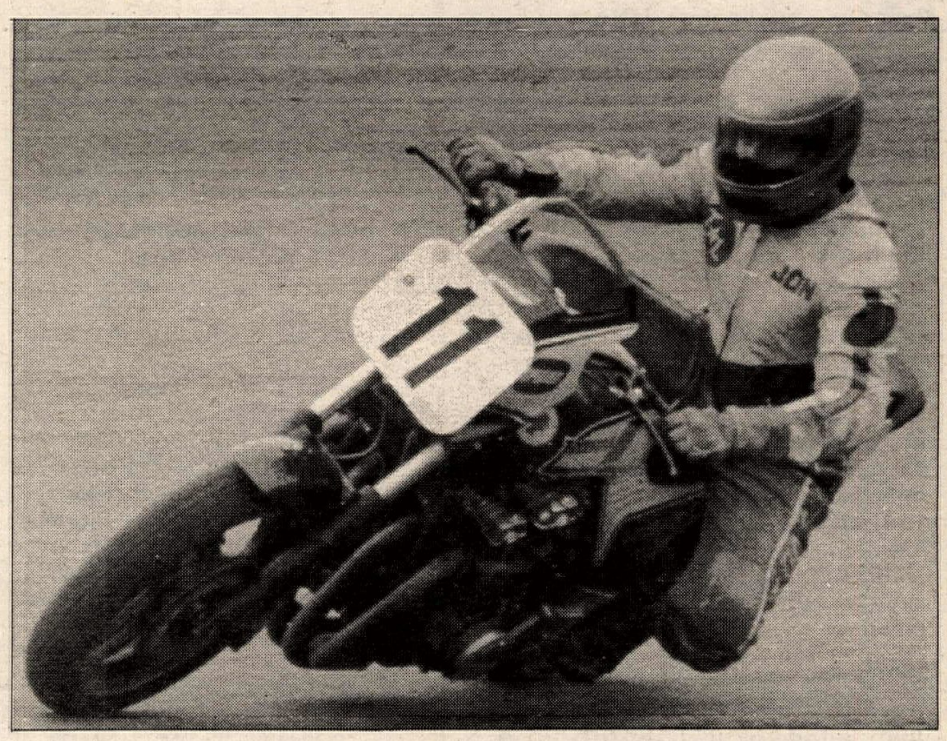
Team Lockhart continued to open ground as Phillips at one point was gaining two seconds per lap on Quester. Quester was making their time back when Burroughs was riding. "When Quester passed me, I tried to pick up my pace, but couldn't keep my concentration," said Burroughs. Burroughs and Team Lockhart had some added excitement when Burroughs went by the pits slowing and looking at the right side of his bike. "I ran out of gas and couldn't get the petcock turned on reserve and lost my drive," said Burroughs.

The final hour had Quester's Voorhees turn up the wick on the FJ and get back on the tail end of the lead lap. Fading brakes and lack of slicks put the team back down a lap at the finish. "This is fantastic. I began my racing career at Summit Point. My family still lives nearby and they are all here today to see us win. The bike ran flawlessly all day," said Phillips.

Following second place Quester-Sullivan came CG Racing, the Withrow Suzuki/West Alexandria Amoco/Bassani/ND/Barnett Backroad Bandits entry of Matt Washington, Ed Key and Robert Bub while fifth overall was the Bill Beesch, Mike Murphy George Irish Suzuki GS550 of Stockline Dist./Ross Oil/Suzuki of Palm Beach/Blum Hardware/Bridgestone Tires/Tropical Solar Stockling Racing entry. •

Results

OVERALL: 1. Team Lockhart (Kaw); 2. Quester/Sullivan Racing (Yam); 3. CG Racing (Yam); 4. Backroad Bandits (Suz); 5. Stockline Racing (Suz); 6. Bridgeport Kawasaki (Kaw); 7. Team Sixteen (Yam); 8. Team Visa (Yam); 9. Team Northstar (Hon); 10. Retread Racers (Yam).



Jon Gray rode Throne/Ropes/Gray's CB1100 to win at Loudon.

AMA/CCS U.S. Championship Endurance Road Race Series: Round 10

TRG wins Loudon

By Leon Clark

LOUDON, NH, SEPT. 2

The team of Stu Thorne, Tim Ropes and Jon Gray picked up the overall and GTO class wins in the jointly hosted AAMRR and AMA/CCS Championship Cup Series round at Bryar Motorsport Park. The Honda CB1100-mounted trio completed 265 laps on the 1.6-mile course in the six-hour race for a total of 424 miles and finished four laps ahead of John and Tom Sartorious and their Team Elephant CB750F. Third overall and first GTU entry was the Team Unlimited Yamaha FJ600 of Gerald Savage, Brian O'Shea and Paul Oullette. Riders who regularly compete at Loudon in the AAMRR sprint series dominated the race as they swept the top 10 places out of 22 entries. GTO

and series class point leader Dr. John's Team Moto-Guzzi was one of the few national teams present at the Loudon round. Mechanical difficulties sidelined the Guzzi challenge in the fifth hour after the team had been running as high as second overall.

As the noon starting time approached, intermittent rain left some teams guessing on tire choice. Only Team Elephant started on slicks. They had information from late-arriving crew members that skies were clear just south of Concord. The rest of the grid fielded street or rain tires.

Edgar Hinton, on the Team LSR Suzuki GS1000 led the start followed by Team Elephant. The wet track quickly took its toll in the first hour as the Yamaha RZ350 of Team Wewa crashed in turn eight after eight laps with several other teams following suit in the same corner. All crashers were able to continue after repairs.

With the rain abating and the track quickly drying, those teams running rain tires had to pit for slicks as their tires shredded. The LSR Suzuki dropped to seventh with ignition troubles, with Moto-Guzzi up to fifth after missing the start.

"We decided to put a full rain tire on the front, but it took us about 20 minutes to get the bead seated, so we missed the start and one lap," said Team Moto-Guzzi's Nick Phillips. "We worked up to second place with 45 minutes to go when the gearbox locked up." Despite finishing 14th, the Guzzi team still holds a sizable lead in the championship. It was their first mechanical DNF of the year.

The Thorne/Ropes/Gray Honda held a one-lap advantage over the Yamaha FJ600 of Jaccel Racing at the end of the first hour. "It was hard to determine when the track was drying out," said Jon Gray. "When the wet spots were gone I got my pace up, but after we got a lap ahead they told me to slow down so I did."

By the end of the second hour, the top two places were set as the Team Elephant Honda was into second, their slicks hooking up well as the track dried. Team Elephant consists of three brothers: Tom, John and Dave Sartorius. They have consistently been top three finishers in AAMRR endurance events since 1982. John and Dave recently moved to California, but flew in for this race. Dave broke his thumb in practice on Saturday, so the Oakland Honda Team Elephant entry had only two riders.

Scott Lyman, Edgar Hinton and Tony Gioia had the LSR entry up to third by the end of the third hour, but a loose chain stripped their rear sprocket, dropping them to eighth at the end of the fourth hour. LSR wound up fourth overall after Moto-Guzzi dropped out in the final hour.

GTU winner and third overall Team Unlimited ran with a combination of consistency and good pit work to take advantage of Team Moto-Guzzi's misfortune. Brian O'Shea paced the team effort throughout the day. The second GTU finisher was the veteran AAMRR team of Jerry Krasser, Bill Campbell and Ross Mitchell on a Kawasaki GPz550. They completed 253 laps, five down to Team Unlimited. •

Results

OVERALL: 1. Thorne/Ropes/Gray (Hon); 2. Team Elephant (Hon); 3. Team Unlimited (Yam); 4. Team LSR (Suz); 5. Team Campfire Girls (Hon); 6. Mitchell/Krasser (Kaw); 7. Team Socks (Hon); 8. Jaccel Racing (Yam); 9. Radiation Racing (Kaw); 10. Team Hacksaw (Hon).

GTO: 1. Thorne/Ropes/Gray (Hon); 2. Team Elephant (Hon); 3. Team LSR (Suz); 4. Team Campfire Girls (Hon); 5. Team Socks (Hon).

GTU: 1. Team Unlimited (Yam); 2. Mitchell/Krasser (Kaw); 3. Jaccell Racing (Yam); 4. Radiation Racing (Kaw); 5. Team Bent Phorks (Yam).

CLASS 4: 1. Team Hacksaw (Hon); 2. Team Dead Last (Hon); 3. Team Teen (Hon); 4. Team Killer Bee (Suz); 5. P&R Racing (Hon).

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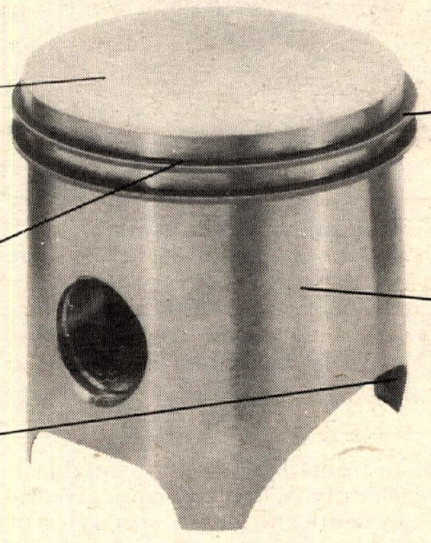

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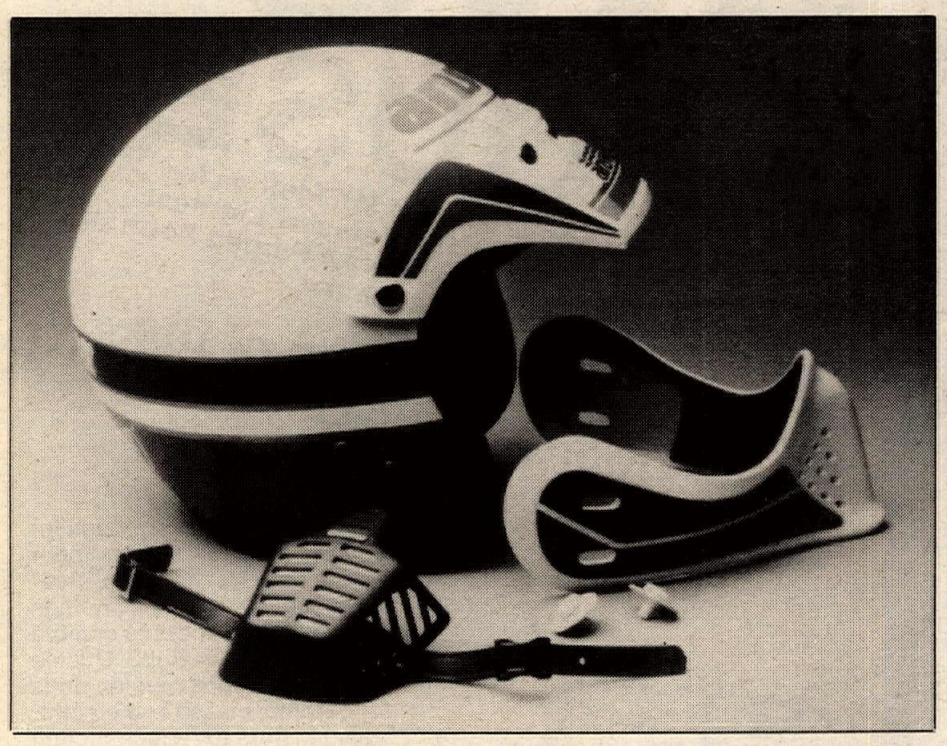
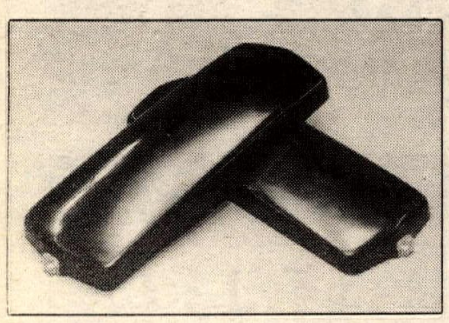


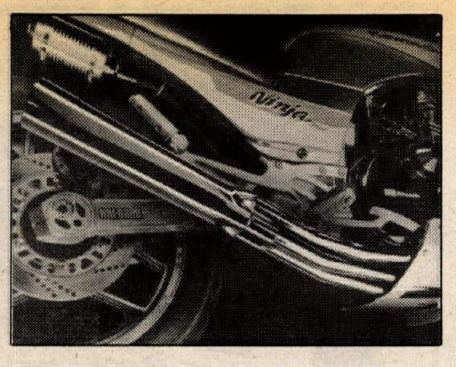
Answer Products has A-Tech helmets, visors and face guards available with Honda, Kawasaki, Suzuki and Yamaha graphics. The $199.95 helmets are DOT-approved and are made from a Kevlar/fiberglass material. Visors are included in the price and are available separately for $6.95, while the bolt-on face guards sell for $12.95. Mouth guards sell for $9.95 and come in red, white, blue and yellow. From Answer Products, Inc., Dept. CN, 29767 Beale Ct., Valencia, CA 91355, 805/257-4411.

"Sudden Sam" Ermolenko, the #3 speedway rider in the world, now has long- and short-sleeve T-shirts available in many colors on high-quality Hanes Beefy-Ts. A six-color design is currently available, with additional designs coming soon. Short-sleeve shirt retail for $9.00, long-sleeves are $15.00; plus $1.50 postage and handling. From Ermolenko Racing, 8033 Sunset Blvd, Ste. 427, Los Angeles, CA 90046.

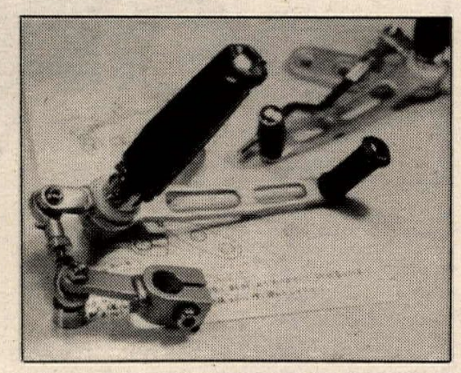


Calafia's replacement lids for their California Fats and Slimline saddlebags manufactured before 1982 are made from fiberglass and available in black only. When ordering, give the exact width and length, specify left or right, and indicate whether the original bags are plastic or fiberglass. The retail price is $74.95 each, which includes the upper latch assembly and rubber molding. Contact Calafia Industries, Dept. CN, 27041 Whitestone Rd., Rancho Palos Verdes, CA 90274, 800-648-2233.

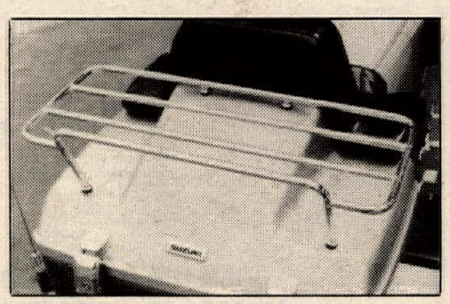
The Cooper Cross Shock Absorber is an upper body protector for the off-road rider which has padding made from high-density foam, a durable open mesh shell and quick-release clips. The unit sells for $81 from Cooper Cross Racing, Dept. CN, 1707 Ridge Rd., Lewiston, NY 14092, 716/754-4391.



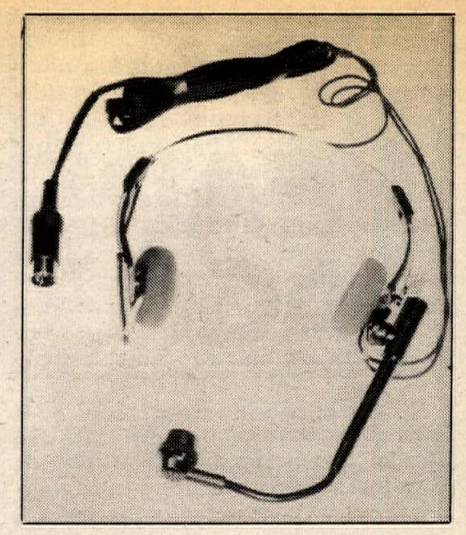
RB Racing's four-into-one exhaust system for the Kawasaki 900 Ninja has equal-length primary tubes, a black chrome finish and can be installed without fairing modifications. For more information, contact your dealer or RB Racing, Dept. CN, 9065 W. Washington Blvd., Culver City, CA 90230, 213/838-6464.



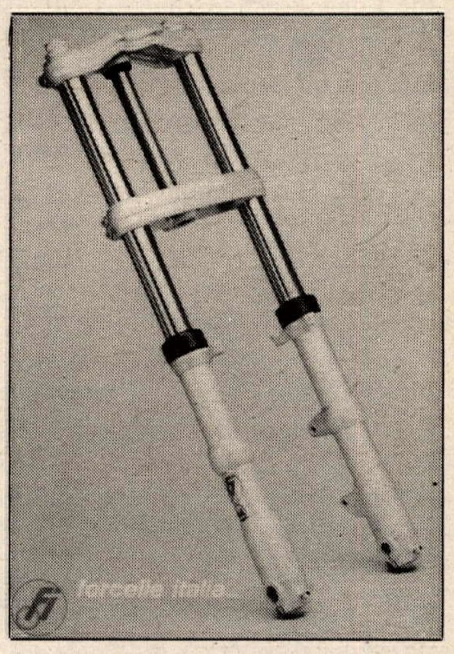
Champion Moriwaki USA's rearsets are available for most popular street bikes and feature integral regular footpegs, short pegs for racing, heim joints and bolt-on installation. From your dealer or contact Champion Moriwaki USA, Dept. CN, 1590 Newport Blvd., Costa Mesa, CA 92627, 714/ 642-2040.



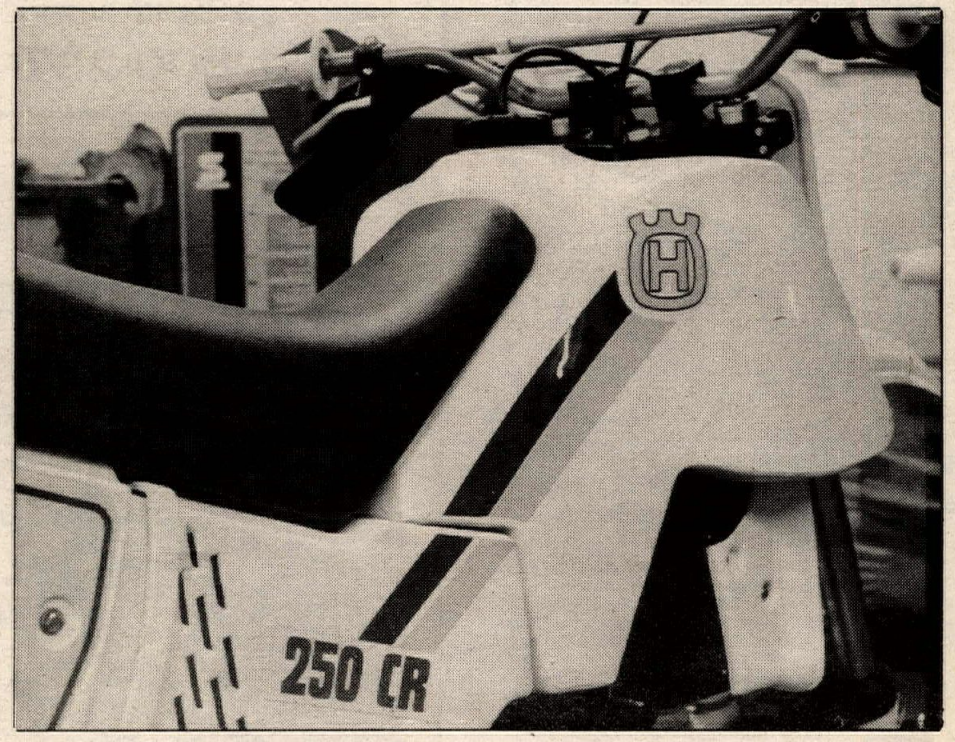
Designed for the Suzuki Cavalcade, this trunk rack from M/C Enterprises mounts atop the standard trunk and sells for $59.95. The unit is chrome plated and features rubber mounting bushings. See your dealer or contact M/C Enterprises, Dept. CN, 2897 Palma Dr., Ventura, CA 93001.



The All-In-One from eL and eL Accessories is a compact stereo headphone and microphone system for open or full face helmets. The unit is fitted with a standard five-pin DIN plug which allows it to attach directly to the Hondaline Type II/III, Yamaha and Suzuki radio systems. The system weighs just four ounces and sells for $54.95 from eL and eL Accessories, Dept. CN, 1726 First St., Highland Park, IL 60035, 312/ 433-7464.



The Forcelle Italia road racing fork by Ceriani features chrome vanadium tubes (in 38, 40 or 42mm), adjustable damping, and light alloy forged or billet triple clamps. Contact Storz Performance, Dept. CN, 1362 Tower Sq. #2, Ventura, CA 93003, 805/ 654-8816.



Husky Products' 4.5-gallon rotational molded plastic gas tank for 1983-86 Husqvarnas has a wide front section and tapers to a narrow profile at the seat/tank junction. The tank sells for $99.95, while the 1983-84 models require an additional mounting kit which sells for $33.95. At your Husqvarna dealer.

TEN YEARS AGO

Rex Beauchamp won the AMA/Camel Pro Series mile National at San Jose, California after beating fellow Harley-Davidson pilot **Jay Springsteen** and Yamaha-mounted **Hank Scott. Gary Scott's** Harley survived a burnt valve to finish fifth and with **Kenny Roberts** retiring in midrace, Scott wrapped up the Grand National Championship. When asked how it felt to be number one, Scott replied, "The same, but richer..." In the Junior Invitational at the Santa Clara County Fairgrounds **Scott Pearson** beat **Dan McWhorter** and **Steve Eklund** for the win.

Ice Racing in California debuted at the Long Beach Arena in front of 3500 spectators who witnessed **Al Gaskill's** win in the main event. Gaskill held off **Dennis Briggs** and **Rick Hocking** for 15 laps to take the win.

Brent Wallingsford took advantage of **Mitch Mayes'** miscue to win the D-37 Jackrabbits Hare and Hound in Lucerne Valley, California. Mayes made a wrong turn with a one-minute lead that allowed Wallingsford to take his first-ever overall win.

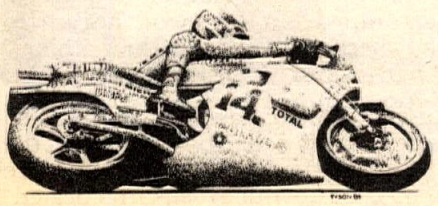
In AFM road racing action in Ontario, California, **Gary Nixon** made his return to competition with a second-place finish. Nixon had been idle for 15 months since being involved in a serious crash while testing in Japan. **Steve Baker** won both the 250cc and Open GP events.

Tyson Vohland topped the 60cc Mini Novice class at a CMC grand prix at Boss MX in Dixon, California after disposing of **Debbie Rabe**. Vohland also won the Pee Wee division. In Expert racing, **Alex Jorgensen** beat **Brian Jodry** and **Bill Swartz** to win the 250cc class.

The third round of the U.S. National Speedway Championship qualifiers was run at Ventura Speedway and **Steve Bast** turned in a perfect score of 12 points to take the top honors. Although Bast took the win, **Scott Sivadge** was still the high point man after three nights of qualifying. **Alan Christian** still had a shot at making the finals, but was in 15th place after three nights.

Malcolm Smith won his class and beat most of the cars entered in the 1400-kilometer "Roof of Africa" off-road race on the African continent.

The new Kawasaki KZ750 DOHC four-stroke twin was rumored to be Kawasaki's weapon for a full attack on the AMA dirt tracks; Kawasaki was no longer denying the existence of the project and instead stated that "You'll see some interesting stuff next year."



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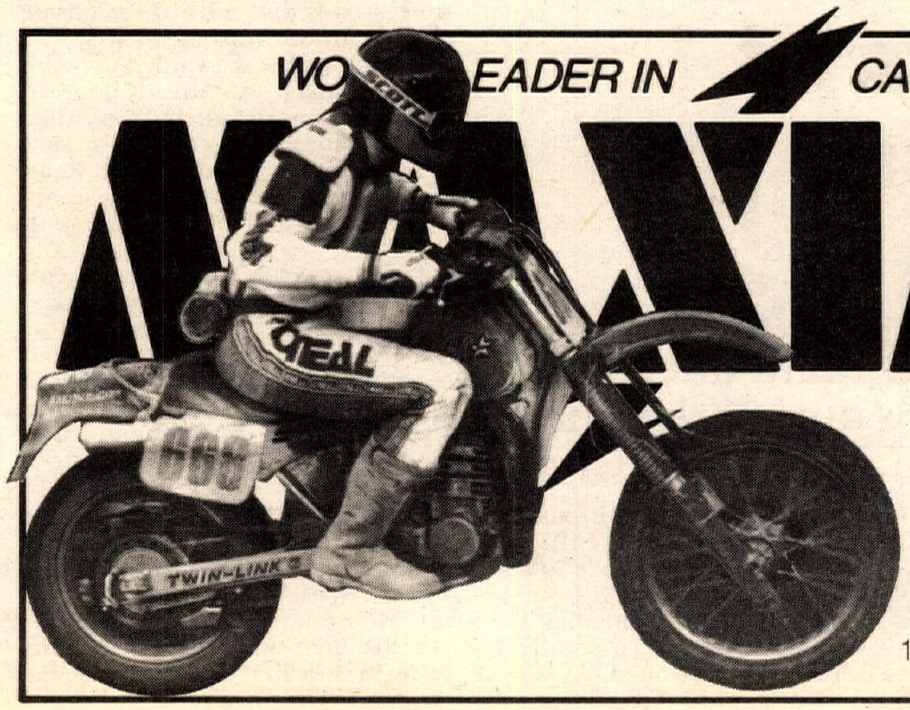

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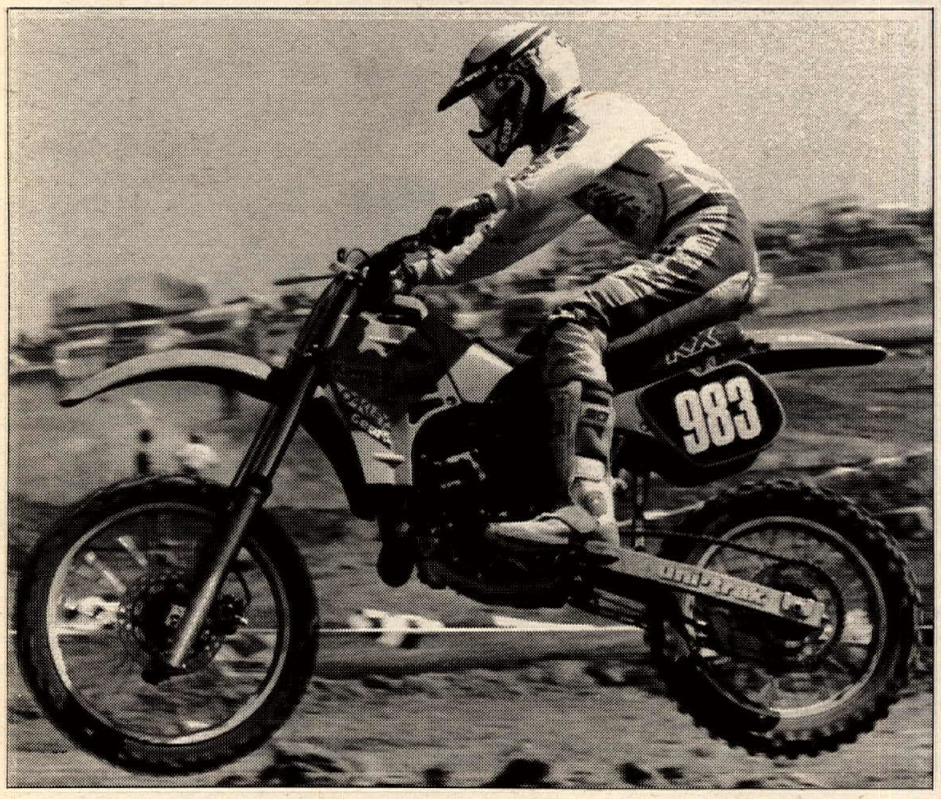
PHOTOS BY KIT PALMER

(Above) Billy Frank (73) leads the 250cc Pros; Dean Matson (42); Johnny O'Mara (1) and John Posca trail. (Below) 125cc winner Robert Naughton.

Team Husqvarna's Micky Dymond rode to 2-1 moto finishes on his 500CR. Phil Larson won the first moto, but crashed out of the second.



CMC/Skoal Bandits Lady Liberty Trans-Cal Motocross Series: Round 3

O'Mara stars at Laguna Seca

By Kit Palmer

MONTEREY, CA. SEPT. 22

"I just came here to have a little fun," said Team Honda's Johnny O'Mara after winning both 250cc Pro motos during the third round of the Continental Motosport Club (CMC)/Skoal Bandits-sponsored Lady Liberty Trans-Cal Series. O'Mara rode a basically stock CR250 Honda to two come-from-behind wins on the hilly Laguna Seca motocross track in Monterey, California.

Honda support rider Larry Brooks, who normally competes in the 125cc class, borrowed a 250 and rode to a second-place finish with a 2-6 score. "I like riding 250s a lot more than I do 125s," said Brooks. "Hopefully I'll be riding 250s more often." A 6-4 tally gave Honda rider Brett Cahors third, while fourth went to Jeff Hicks

Russ Wageman's contract with Team Suzuki expired last week, and he showed up at Laguna Seca on a borrowed Yamaha YZ250; he placed seventh in the first moto and didn't finish the second race due to a thrown chain. "I borrowed the bike," said Wageman, "and haven't had any time dialing it in. Earlier in the week, it threw a chain and destroyed the cases. I didn't get another case until Friday, so I fought the bike on the track today most of the time instead of flowing with it. After we get it working right, I think I can win the next couple of races and win the series."

Kawasaki-mounted Robert Naughton used fast and consistent riding to nail the overall in the 125cc class with a 4-3 combo. Rick Ryan (Kaw) crossed by the checkered flag first in moto one, but because of a last-turn collision with Honda-mounted Willie Surratt — who was leading at the time — was disqualified for unsafe riding. Surratt finished the first race in second and was awarded the win, but the damage was already done; in the crash, Surratt suffered a possible broken thumb and could not compete the rest of the afternoon. Ryan came back to win the second moto hands down and picked up a 15th overall.

Husqvarna's Micky Dymond collected the overall in the 500cc class with a 2-1 score. Phil Larson (Kaw) smoked everybody in the first moto but endoed over a double jump in the second, ending his day and giving Dymond an easy second-moto win.

125cc Pro

Before the gate dropped for the start of the first 125cc moto, things didn't look good for Suzuki's Bobby Moore. With the two-minute sign up, Moore was at the starting line, but his bike was back in the pits being frantically worked on by his mechanic; the chain had derailed during practice shortly before the first moto. But just after the one-minute sign had been raised, Moore's mechanic arrived at the line with the bike and handed it to Moore. Seconds later, the gate dropped.

Honda-mounted Shaun Kalos grabbed the holeshot with Moore and Honda rider Surratt inches behind. After completing one lap, the top three positions remained the same as they pulled away from Dean Matson (Kaw), Ray Sommo (Kaw), Eddie Hicks (Yam), Jon Nelson (Hon) and the rest of the pack.

Kalos, Moore and Surratt were engaged in a duel for the lead early in the race, then Surratt squeezed past Moore in a turn. Shortly after, Surratt did the same to Kalos and took command; then Kalos dropped back one more position when Moore snuck by. But a lap later, Moore dropped out of the race with another derailed chain. At this time the top five riders were Surratt, Kalos, Sommo, Matson and Nelson, with Ryan closing in quickly in sixth.

Sommo started pressuring Kalos for the next three laps before dropping his Kawasaki in a turn, losing four positions. At this point, Ryan was on the gas and moving up through the pack. He eventually worked his way into second and started reeling in Surratt. Ryan pulled to within a few bikelengths of Surratt as they started the final lap. With the checkered flag in sight, and one turn to go, Ryan tried to dive inside of Surratt in a tight right-hand turn, but Surratt held his line and Ryan plowed right into Surratt, causing both riders to crash. They quickly remounted, but Ryan won the race to the checkered flag, less than a bikelength ahead of Surratt. In the crash, Surratt injured his thumb, putting an end to his day. CMC president Stu Peters disqualified Ryan from the moto. "I disqualified Ryan for unsafe riding," said Peters. "There was no

Willie Surratt (10W) and Rick Ryan just before the first-moto collision.

Johnny O'Mara won both 250cc Pro motos on a basically-stock 1985 CR250R; Larry Brooks was second with a 2-6 tally.

way he could've passed Surratt in that situation without knocking him down — it wasn't a professional-like move."

"I didn't do it on purpose," said Ryan. "I was just trying to win. We came out of the (left) turn before it almost side-by-side; he went inside, while I went wide, so I tried to cut inside of him in the next turn, but he forced me off the track where I hit a course tire-marker. It knocked me into the air and into him."

The moto win went to Surratt followed by Kalos, Matson, Naughton, Terry Bostard (Kaw) and Sommo.

Sommo grabbed the holeshot at the start of the second moto just ahead of Ryan, Dennis Parker (Yam), Bostard, Naughton and Nelson. Moore and a couple of other riders bailed in the first turn, but Moore's come-from-behind effort ended less than a lap later when he crashed over a double jump and pulled a muscle in his leg, putting him out of contention.

Meanwhile, the duel up front was in high gear between Sommo and Ryan, which lasted for a couple of laps before Ryan made the pass. Once into the lead, Ryan settled down and started slightly pulling away from Sommo. In fourth place, Naughton was pressuring Parker after passing Bostard. After the halfway mark, Naughton saw his chance and double-jumped by Parker to take over third. Ryan went on and easily won the moto ahead of Sommo, Naughton, Parker and Honda rider Drey Dircks.

250cc Pro

Honda rider Terry Fowler led the pack of 250cc Pros into the first turn in moto one with Wageman close behind. A few turns into the race, a rider went down in a narrow section of the track, causing a huge pile-up; every rider involved managed to stay in the race, but the last to get going was Yamaha rider Billy Frank.

By the end of the first lap, Fowler held on to a comfortable lead ahead of Wageman, Danny Boles (Yam), Tracy Oswell (Hon), Brooks, Tim Winslow (Yam), Ryan, Colin Ryan (Yam) and O'Mara.

Brooks had control of second two laps later, while O'Mara was working his way up. Three laps later, the rear frame section on Fowler's Honda came loose, disconnecting the silencer from the exhaust pipe. Brooks quickly passed Fowler and his crippled Honda, as did Rick Ryan a lap later. Halfway through the moto, O'Mara was pressuring Ryan for second, which he soon took. O'Mara then set after Brooks, who had about five seconds on O'Mara, but the O'Show quickly shortened that gap, passed him, then started pulling away. That made the top five O'Mara, Brooks, Ryan, Oswell and Honda rider Jeff Hicks, who had to come from behind after being involved in the pile-up. For the remainder of the race there were no position changes.

Moto two saw Frank jam into the lead, followed by Boles, O'Mara, Brian Manley (Hon), Matson, Ryan and Brett Cahors (Hon). Frank developed a huge lead by the end of the first lap, while O'Mara moved into second. It took a couple of laps before O'Mara caught up to Frank, and it took even longer for O'Mara to pass him. Three laps later, O'Mara finally snuck by, and he started pulling away.

Most of the action in the moto took place back in sixth, seventh and eighth places between Hicks, Ryan and Brooks. Hicks had a few bikelengths over Ryan, who was feeling heavy pressure from Brooks. At one point, Brooks passed Ryan, but Ryan stuffed his way back by. With three laps to go, Brooks rammed into Ryan's rear wheel, pushing Ryan to the outside in a turn so he could pass on the inside. "Rick was riding a little crazy today," said Brooks afterwards. "He's riding real agressive and we were battling for about nine laps. I started getting tired of it so I just railed him in the turn so I could pass him."

"It was a good pass," said Ryan, "there was nothing dirty about it."

With a lap to go, Brooks was closing on Hicks until he fell off. "I was trying to change lines over a rut," said Brooks, "but my front wheel got hung up and I went over the bars. I thought I could save it, but I guess I didn't."

Brooks managed to remount and continue before Ryan could get by. O'Mara easily took his second win of the day followed by Frank, Manley, Cahors, Hicks, Brooks and Ryan.

500cc Pro

Yamaha rider Jim Ellis smoked everyone to the first turn at the start of the first 500cc moto, but Phil Larson wasn't far behind and neither were Honda rider Terry McGinnis, Willy Simons (Hon), Dymond, Scott Keller and Tim Winslow (Hon).

Ellis held on to his lead for a little over a lap before Larson motored by, while Dymond moved into fourth and started hounding series point leader Simons. Two laps later, Dymond picked off Simons and started gaining on Ellis.

By the halfway point, Dymond was a few bikelengths behind Ellis but that was the closest he got. Dymond's pursuit was hampered by lapped riders, and he eventually dropped back about five seconds behind Ellis. Larson soundly won the moto ahead of Ellis, Dymond, Simons and McGinnis.

Once again Ellis dominated at the drop of the gate for moto two, but Dymond had the lead a few turns later. Moments afterwards, Ellis overshot a berm, letting McGinnis by; that made the order Dymond, McGinnis, Ellis, 16-year-old Frankie Brundage and Simons. Almost dead last was first-moto winner Larson, who fell in the first turn, and he crashed again a few laps later. "I was trying to pass a bunch of riders when I landed short over the doubles," said Larson. "I landed head first into the third jump and knocked myself a little dingy. I really don't remember much about it." Larson tried to continue the race, but pulled off the track a lap later.

Meanwhile, Ellis repassed McGinnis for second, while Simons also passed McGinnis two laps later. Ellis and Simons spent the rest of the moto dicing with each other until late in the race when Ellis had an easier time passing lapped traffic than Simons. Simons dropped back about four seconds and couldn't make up the difference. Dymond crossed the checkered flag way out in front, taking the overall with him. Second in the moto, and finishing second overall, was Ellis. Third went to Simons followed by Brundage, McGinnis and Honda rider Joey Schlag.

80cc Expert

Honda rider Scott Brown continued to dominate the 80cc Expert class by clinching his third win in a row today, with a 1-2 score. In the first moto, Honda-mounted Jimmy Button grabbed the holeshot ahead of Shane Trittler (Yam), Steve Lamson (Kaw) and Chris Young (Yam). Brown was in the back of the pack but had control of second by the end of the second lap. A lap later, Brown ducked inside of Button over a jump and took the lead. After that, Trittler and Young started pressuring Button, and the two eventually slipped by. Brown took the win followed by Trittler, Young, Button, Chris Neal (Yam), Colin Karcher (Yam) and Mike Pascarella (Yam).

Button again shot to the front of the pack at the start of moto two but was quickly passed by Young. A lap later, Paul Vlach, who was running third, dropped his Kawasaki in a turn and Brown ran into him. Brown lost a position and lots of time to the leaders. However, he quickly reeled in Neal, who was hounding Button for second. Brown found a way around Neal, then did the same to Buttom two laps from the finish. Young took the win followed by Brown, Button and Neal. •

Results

125 PRO: 1. Robert Naughton (Kaw); 2. Ray Sommo (Kaw); 3. Shaun Kalos (Hon); 4. Dennis Parker (Yam); 5. Drey Dircks (Hon); 6. John Conney (Kaw); 7. Ed Arnet (Hon); 8. Terry Bostard (Kaw); 9. Isao Ida (Hon); 10. Doug O'Donnell (Kaw); 11. Johnny Ray (Kaw); 12. Jon Nelson (Hon); 13. Dennis Daft (Kaw); 14. Shaun Wooten (Hon); 15. Rick Ryan (Kaw); 16. Willie Surratt (Hon); 17. Tony Toste (Suz); 18. Scott McElroy (Kaw); 19. Cory Falter (Kaw); 20. Dean Matson (Kaw).

250 PRO: 1. Johnny O'Mara (Hon); 2. Larry Brooks (Hon); 3. Brett Cahors (Hon); 4. Rick Ryan (Kaw); 5. Jeff Hicks (Hon); 6. Kelly Andris (Hon); 7. Terry Tinney (Suz); 8. Joe Wright (Hon); 9. Tracy Oswell (Hon); 10. Terry Fowler (Hon); 11. Damon Webb (Yam); 12. Billy Frank (Yam); 13. Jon Ortner (Yam); 14. Danny Boles (Yam); 15. Brian Manley (Hon); 16. Ron Watmore (Yam); 17. Paul Villa (Hon); 18. Tim Winslow (Yam); 19. Russ Wageman (Yam); 20. Steve Lucerte (Yam).

500 PRO: 1. Micky Dymond (Hus); 2. Jim Ellis (Yam); 3. Willy Simons (Hon); 4. Terry McGinnis (Hon); 5. Joey Schlag (Hon); 6. Allen Berluti (M-S); 7. Tim Winslow (Yam); 8. Pete Murray (M-S); 9. Greg Torgerson (Hus); 10. Tommy Combs (Kaw); 11. Frankie Brundage (Kaw); 12. Randy Rodriguez (ATK); 13. Jerome Heiberger (M-S); 14. Dave Welty (Hon); 15. Phil Larson (Kaw); 16. Chris Shaw (Yam); 17. Robot Rogers (Hon); 18. Devon Joos (Hon); 19. Gary Rabe (Hus); 20. Greg Raub (Yam).

80 EX: 1. Scott Brown (Hon); 2. Chris Young (Yam); 3. Jimmy Button (Hon); 4. Shane Trittler (Yam); 5. Chris Neal (Yam); 6. Colin Karcher (Yam); 7. Paul Vlach (Kaw); 8. Mike Pascarella (Yam) 9. Terry Swanson (Yam); 10. Steven Kotajarvi (Kaw).

POINT STANDINGS

125 PRO: 1. Drey Dircks (181); 2. Terrry Bostard (176); 3. Robert Naughton (174); 4. Ed Arnet (170); 5. Doug O'Donnell (168); 6. Dennis Parker (158); 7. Willie Surratt (154); 8. Shaun Kalos (148); 9. Tim Rutherford (137); 10. Dennis Daft (131).

250 PRO: 1. Brett Cahors (177); 2. Billy Frank (170); 3. Russ Wageman (162); 4. Johnny O'Mara (157); 5. Joe Wright (148); 6. Tracy Oswell (142); 7. Ron Watmore (135); 8. Scott Manning (134); 9. Kelly Andris (128); 10. Willie Surratt (124).

500 PRO: 1. Willy Simons (226); 2. Micky Dymond (224); 3. Jim Ellis (213); 4. Phil Larson (174); 5. Greg Torgerson (165); 6. Ed Arnet (160); 7. Allen Berluti (161); 8. (TIE) Terry McGinnis/Randy Rodriguez (147); 10. Dave Welty (137).

PHOTOS BY TROY SCOTT

(Above) Tim Rosenberg (33) leads Greg Hunter (840), Tad Cates (19), Aaron Ginn (213), Joe Lozano (32), Tom Holmes (39), Lance Kirk (312) and Rick Cecile (11) in the 250cc Junior division two race. (Below left) Scott Brown won both motos in division one of the 125cc Intermediates. (Below left) Jeff Reynolds (126), Doug Belcher (100) and Ty Davis in the 125cc Intermediate division two race.

CMC/Skoal Bandits Lady Liberty Trans-Cal Series: Round 2

Trans-Cal amateurs battle at Huron

By Troy Scott
HURON, CA, SEPT. 14

California's top amateurs invaded Huron, California to do battle in round two of the Continental Motorsport Club/Skoal Bandit Lady Liberty Trans-Cal motocross series today. The riders faced a dusty track that made conditions not so ideal for those out of the top 10. However, the dust didn't hamper the performances of Scott Brown, Butch Smith, John Crow, Jeff Reynolds and the winning sidecar team of Phillip and Victor Palfreyman, all claiming wins in their respective classes.

Kawasaki rider Jimmy Lewis captured the holeshot at the start of the first 125cc Intermediate division one class, but was immediately passed by Honda-mounted Scott Brown. Curt Trimble (Hon), Ward Bassett (Kaw) and Chris Young (Hon) rounded out the top five. By the third lap, Brown had a comfortable lead, while Bassett passed both Trimble and Lewis for second. Shortly after, David Foltz (Kaw) slipped into fifth making the top five Brown, Bassett, Lewis, Foltz and Young. Trimble dropped back a couple of places.

By the time the white flag came out, Brown was way out in front of the pack, but Foltz was putting heavy pressure on Lewis. A few turns later, Foltz motored by a took over third. At the finish, it was Brown, Bassett, Foltz, Lewis and Young.

Kawasaki-mounted Jimmy Palmer shot into the lead at the start of the second moto, but Brown jammed by Palmer shortly after and quickly extended his lead. Bassett eventually moved into second while Sean Blanchard took over third. Brown went on to easily win the moto and take the overall. Bassett finished second ahead of Blanchard.

In the 80cc Intermediate 9-11 class, Butch Smith and his Suzuki completely dominated the both motos. In round one, Smith grabbed the holeshot and never had to look back; if he had, he would have seen another Suzuki rider, Sean Thorton, lurking in the distance, while running all alone in third was Dennis Dahlin (Kaw). Smith maintained about a five second margin throughout the race and took the win ahead of Thorton and Dahlin.

Thorton blasted into the lead at the start of the second moto but Smith was glued to his rear fender. Thorton tried to shake Smith but it didn't work — by the end of the lap, Smith had overtaken the lead, and the rest of the moto was all his. Smith took his second win of the day followed by Thorton and Dahlin.

Suzuki-mounted John Crow smoked the rest of the 125cc Beginner division two class to the first turn in the first moto. As he headed into the next straight, Crow was closely followed by Darin Driscoll (Suz), Richard Zeigler (Kaw) and Neal Taylor. During the first lap, Zeigler flew by Driscoll over the doubles taking over the second position, while Brian Sanchez (Kaw) moved into fifth. The top five riders stayed close throughout the moto but no passing was made Crow took the win followed by Zeigler, Driscoll, Taylor and Sanchez.

Jimmy Wilkey (Kaw) was the early moto leader at the beginning of moto two just ahead of Crow and Taylor. A few laps later, Taylor roosted by Crow and found himself in the lead when Wilkey dropped out. Crow dropped back to fourth after getting passed by Jim Conner (Hon) and Sanchez. Jamie Wells (Hon) got in on the act and started pressuring Crow and passed him shortly after. Wells' charge, however, didn't end there as he also passed Sanchez and Conner before the end of the race. Taylor took the win ahead of Wells and Crow, who made late-moto passes on Sanchez and Conner.

In the first 250cc Intermediate division two moto, Doug Belcher (Kaw) jumped into the lead closely pursued

by Honda rider Jeff Reynolds. Once into the lead, Reynolds completely dominated, while Belcher and Ty Davis (Hon) tried to keep him in sight. The top three riders stayed in this position until the white flag lap when Davis came to life. He began seriously pressuring Belcher but couldn't get by, but his last attempt, near the end of the moto, proved successful. Reynolds won the moto; second went to Davis followed by Belcher.

Kawasaki-mounted Tony Strangio grabbed the holeshot in the second moto but first-moto winner Reynolds was breathing down his back. Reynolds eventually blitzed by Strangio and ran off with the win. At this point, Strangio began dropping off the pace a bit and was passed by Alan Pierce (Kaw) and Davis. Near the end of the race, Davis was setting up Pierce for a pass and did so with a few laps left. Reynolds swept both motos, while Davis finished second ahead of Pierce and Strangio.

The first moto of the sidecar event had the Palyfreyman team slightly ahead of the Pete and Scott Whitney Honda team, as the pack emerged from turn one. Duane McDowell and Ramsey Harris had their Yamaha outfit in third place, but at the end of the first lap the team of John and Perry Mellio had found a way around the Harris/McDowell team for the third slot. All eyes were focused on the duel for the lead between the Palfreymans and Whitneys. The battle was fierce; the Whitneys were searching for any kind of opening to make the pass. Although they tried a number of times, the Palfreymans held on to win.

Moto two was much the same, but the Whitneys grabbed the holeshot. It didn't last long, however, as they lost the lead over a jump when the Palfreymans flew by. Once again, the Whitneys pressured for the lead but couldn't make the pass. During one attempt, the Whitneys stalled the motor and let the Palfreyman/Mellilo by for second, and that was it. The win and overall went to the Palfreymans ahead of the Palfreyman/Mellio team and the Whitneys. •

Results

60 0-8: 1. David Ochoa (Kaw).
60 9-11: 1. Sean Thornton (Kaw); 2. Jesse James (Kaw); 3. Dennis Dahlin (Kaw).
80 JR 9-11: 1. Torey Rolland (Kaw); 2. Ben Phalen (Kaw); 3. Ryan Surgin (Kaw).
80 INT 9-11: 1. Butch Smith (Suz); 2. Sean Thronton (Suz); 3. Dennis Dahlin (Kaw).
80 BEG: 1. Brian Ensey (Hon); 2. Matt Harrison (Kaw); 3. Andy Grider (Kaw).
80 JR 12-16: 1. Mark Easley (Hon); 2. Grayson Goodman (Kaw); 3. Duane Benner (Hon).
80 INT 12-16: 1. Pat Welde (Yam); 2. Craig Miller (Kaw); 3. Erick Hilton (Yam).
125 BEG DIV 1: 1. Jim Smith (Hon); 2. Ricky Forbes (Kaw); 3. Larry Fraser (Kaw).
125 BEG DIV 2: 1. John Crow (Suz); 2. Neal Taylor (Hon); 3. Jamie Wells (Hon).
125 JR DIV 1: 1. Kevin Maret (Hon); 2. Aaron Ginn (Hon); 3. Wayne Rolls (Yam).
125 JR DIV 2: 1. Steve Parent (Hon); 2. Robert Sassen (Cag); 3. David Noel (Kaw).
125 INT DIV 1: 1. Scott Brown (Hon); 2. Ward Bassett (Kaw); 3. Sean Blanchard (Kaw).
125 INT DIV 2: 1. Ty Davis (Hon); 2. Michael Craig (Yam); 3. Terry Szuscko (Kaw).
250 BEG: 1. Ralph Davis (Hon); 2. Matt Cranford (Hon); 3. Larry Erisman (Yam).
250 JR DIV 1: 1. Ritch Haselden (Suz); 2. Jim Quaschnich (Yam); 3. Matt Pero (Hon).
250 JR DIV 2: 1. Rick Cecile (Yam); 2. Lores Barrett (Suz); 3. Tom Holmes (Hon).
250 INT DIV 1: 1. Sean Blanchard (Kaw); 2. Tim Whittlock (Hon); 3. Jim Perry (Kaw).
250 INT DIV 2: 1. Jeff Reynolds (Hon); 2. Ty Davis (Hon); 3. Alan Pierce (Kaw).
500 BEG: 1. Paul Flores (Hon); 2. Jason McCormick (Yam); 3. Baron Sumter (Yam).
500 JR: 1. Ed Hamilton (Kaw); 2. Mike Jansen (KTM); 3. Greg Kamholz (Hon).
500 INT: 1. Kenny Wolcott (Hon); 2. Aaron Pipes (Hon); 3. Jack Azeredo (Hon).
VET JR: 1. Bruce O. Rust (Hon); 2. Gary Jaehne (Kaw); 3. David Knapils (Hus).
VET INT: 1. Rich Williams (Kaw); 2. Randy P. Upkorn (Hon); 3. Bret Leef (Hon).
VET PRO: 1. Randy Rodriquez (ATK); 2. John Miller (Yam); 3. Gary Jones (Yam).
VET MSTR: 1. Gary Wilson (Hon); 2. Ken Morgan (Hon); 3. Dave Teeples (Suz).
OT JR: 1. Terry Pratt (Yam); 2. Don Williams (KTM); 3. Richard Drolen (Hus).
OT INT: 1. Rolland Thompson (Suz); 2. William Perkins Sr. (Hon); 3. Ron Cole (M-S).
OT MSTR: 1. Carl Nelson (KTM); 2. Mike Heiberger (Hon); 3. Terry Davis (Hon).
SIDECAR: 1. Phillip/Victor Palfreyman (Yam); 2. John Palfreyman/Perry Mellilo (Yam); 3. Pete/Scott Whitney (Hon).

Bel-Ray and Cunningham Rock Black Coal

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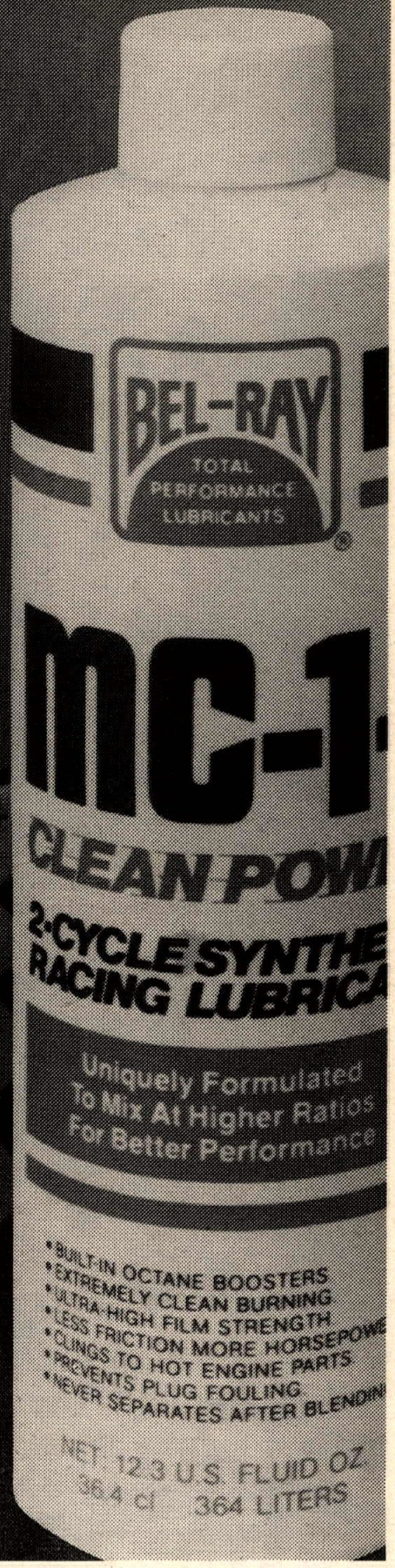

SHOEI

Race Notes

SHOEI Rider **WILLIE SURRATT** Wins the 250cc Pro Class at Huron to extend his lead in the 1985 CMC Lady Liberty Trans-Cal Series.

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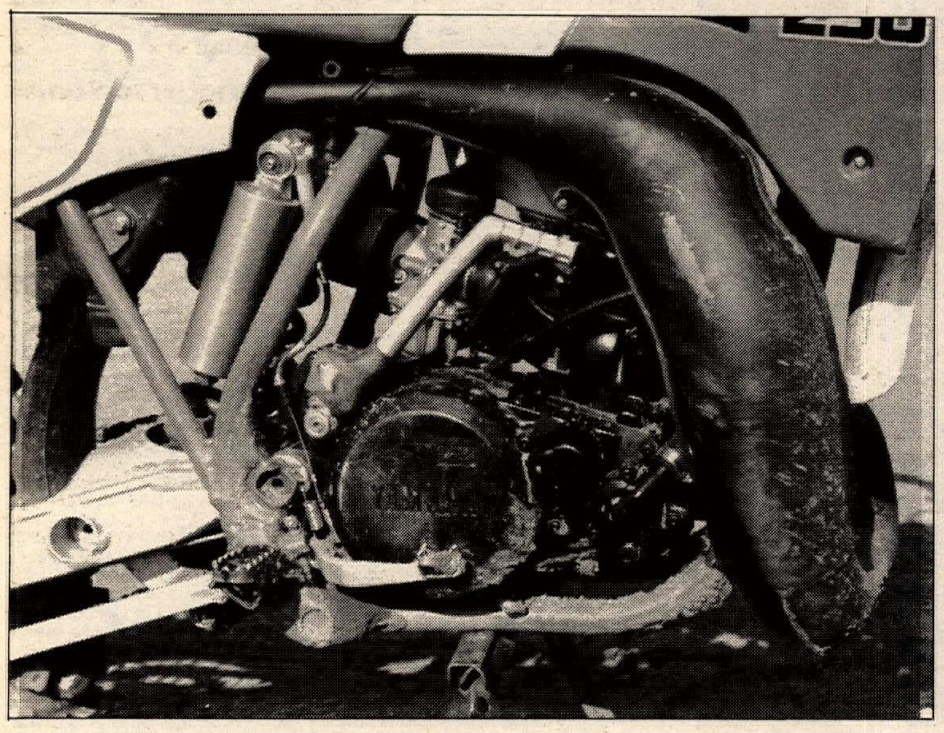
PHOTOS BY WILLIE AMARADIO AND KIT PALMER

(Above) The YZ250 has an even more powerful and broader powerband than last year's 250. (Below) The exhaust pipe is slightly changed.



(Below) The new Mono cross rear suspension is where the YZ250 really shines. It still has the Brake Actuated Suspension System (B.A.S.S.).

The YZ125 is an all-new motorcycle that makes good horsepower. It comes on the pipe quicker and pulls longer than last year's 125.

New bikes

Riding the 1986 Yamaha YZs

By Kit Palmer

Yamaha Motor Corporation introduced its line-up of 1986 YZ motocrossers as well as the IT200 enduro and TY350 trialer last week. All the YZs feature a new Monocross rear suspension system with the rear shock running through the swingarm and connecting to new linkages. The YZ125 has an all-new motor, while the 250 and 490 have minor engine refinements.

The most changed of all the YZ motocrossers is the 125, which is basically a new motorcycle. Yamaha focused most of its attention on the production 125, which now has much more power and better suspension than last year's YZ. The most noteable improvement is the power; the bike comes on the pipe sooner and pulls much harder and longer than before. Low end isn't incredibly strong but there's enough for quick exits out of turns with the use of the clutch. Midrange is where the YZ really hooks up and does so very smoothly and controllably; and, unlike last year's YZ, it keeps pulling and pulling at high rpm. Shifting is precise and clean, and the clutch is strong and has smooth action.

The new Mono cross rear suspension is improved; no longer does it have a springy, seesaw feeling going down rough straights or when landing off large jumps. The back end tracks well, rarely swaps to the sides over large whoops or smaller bumps, and is very stable during braking.

The forks work well, also. Landing off large jumps doesn't send a violent jolt through the rider's arms, but the front end twitches slightly sometimes when slowing for turns over bumps.

Overall handling is first-rate; the 125 holds its line in the turns when going wide or pivoting. All the controls are easy to use and find, and the brakes are very strong, especially the front disc.

The YZ250 has been improved in all the right places — mainly suspension. The YZ250 was the best Japanese 250cc motocrosser in 1985 despite having only so-so suspension; the '86 250 now has excellent suspension and an even better motor. Last year's made good horsepower throughout the powerband and so does the '86; but the new bike does much smoother. The transition from low-end to midrange is less explosive, making the YZ a little easier to control. It still has a broad powerband and pulls strongly on top and vibrates less.

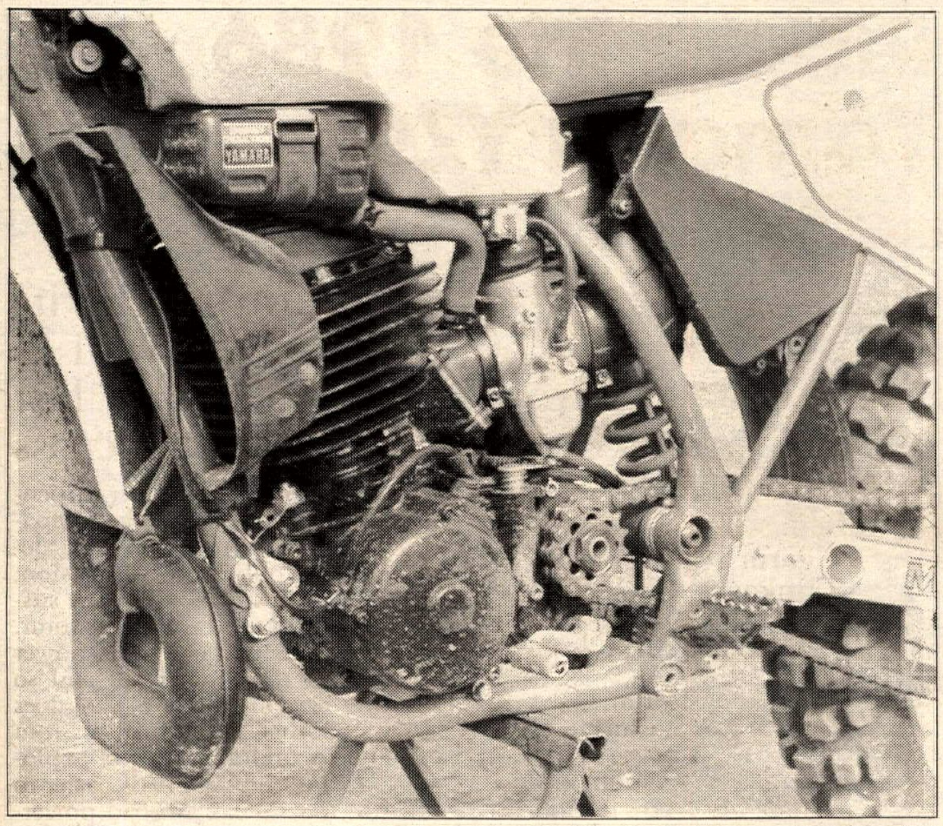
The new Mono cross rear suspension is 100% improved. Like the 125, the 250 no longer has a mushy feeling and is very stable over the bumps.

The YZ490 is still air-cooled and pumps out more power than ever before. A quick twist of the throttle brings the 490 on the pipe quicker, and the result is explosive horsepower. The 490 hits very hard when it comes on the pipe and can be a little on the scary side. Once on the gas, the YZ pulls hard and long at high rpm; low-end is slightly lacking but better than before. Unfortunately, the 490 still vibrates, and the more gas it's given, the more it vibrates. Yamaha says optional heavy-duty motor mounts will cut down on the problem.

Again, like on the 125 and 250 YZs, the rear suspension on the 490 is excellent, and the most noticeable improvement is when landing off high-speed, large jumps. The back end absorbs the impact smoother and is more progressive than before, and the rider's heels don't grind into the ground when the suspension is bottomed. The forks work equally well. When braking for the turns, the back end doesn't hop around, and the forks rarely shake.

Steering on the 490 is a little slow, but raising the forks in the triple

(Above) A narrower tank on the YZ490 makes it much easier to throw around. (Below) It's still air-cooled and Yamaha is proud of it.



(Below) The YZ490 finally has a six-speed transmission with a refined motor. Horsepower is awesome, but vibration is still a problem.

clamps should help. In stock form, though, it holds its line very well but is more happy out in the berms. The gas tank on the 490 is narrower and lower this year, making it easier to throw the 490 around in the air and in the turns. Brakes are very strong and smooth, and the clutch has a light pull.

The IT200 enduro features only one major change, and that's the addition of a front disc brake. Besides having the stronger front brake, the IT performs the same as last year's.

The TY350 trials bike, like the IT200, only features one change, and that's a new rear shock with a remote reservoir. •

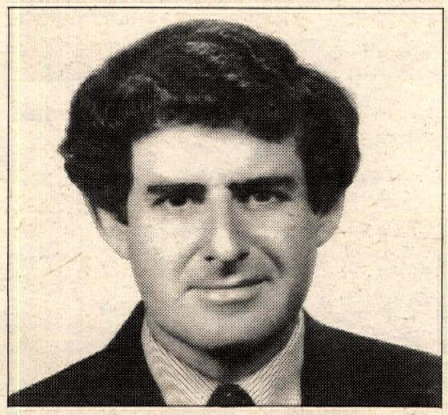
Congressman wants Statler's resignation

WASHINGTON, DC, SEPT. 10

Congressman Larry Craig, (R-ID), has called on a member of the Consumer Product Safety commission (CPSC) to withdraw from the agency's investigation of three-wheeled All-Terrain Vehicles (ATVs) for a breach of impartiality and objectivity during the investigative period.

(Craig is the ranking minority member of the Subcommittee on Commerce, Consumer, and Monetary Affairs of the Committee on Government Operations which held hearings on the safety history of the ATV on May 21.)

Craig made the request in a letter to Commissioner Stuart "Ban 'em" Statler in which he said that Statler has jeopardized the Commission's regulatory procedures on the ATV issue. "Your personal press releases in the guise of 'fact sheets' under Commission letterhead have, in my judgement, placed the entire Commission's regulatory procedures on this issue at risk," Craig said.



Stuart "Ban 'em" Statler

Craig also said there is no doubt that Statler has prejudiced the issue and is consequently unable to make a rational and level-headed decision based on facts presented to the Commission. "Your unprofessional and antagonistic behavior during the CPSC's July 25 Concord, New Hampshire hearing was not only unbecoming of a U.S. government official, but also clearly demonstrated your inability to listen dispassionately to evidence," said Craig, referring to Statler's walking out of the hearing following testimony from ATV dealers; that testimony rebuted Statler's often-heard charges that ATVs are inherently unsafe.

"I also wish to remind you of your duty to uphold the law and to cease disseminating prejudicial and inaccurate information regarding the Commission's stance on this issue. I am also fully prepared to pursue all other avenues to make sure that both the spirit and letter of the statutory mandate required of public officials such as yourself are met."

CPSC Chairman Terrance Scanlon is on record as saying that the CPSC is nowhere near having adequate information on which to make a decision on ATV safety, since the investigation of the safety of the all-terrain vehicles is not completed.

The Idaho lawmaker said the Agency's own General Counsel issued an opinion that seems to raise the possibility that Statler's dissemination of "fact sheets" on ATVs was in violation of section 6(B)(6) of the Consumer Product Safety Act. "Your submission of a fact sheet for Section 6 clearance after you sent it to several news and consumer organizations around the country does not comply with this instruction," Craig stated.

The CPSA requires that newly-created material, even if it incorporates information which had previously been cleared for release, must be scrutinized for accuracy and appropriate context. Craig believes that Statler's submission of a fact sheet for clearance after it was sent to several news and consumer organizations around the country does not comply with this regulation. •

Text of Craig's letter to Statler

I am in receipt of documents provided by the Commission in response to my July 25 letter to Chairman Scanlon.

After a review of these documents, I continue to be concerned about statements by Commissioners on possible Commission action on all-terrain vehicles (ATVs). Specifically, your comments both in print and speech indicate to me a serious breach of the impartiality and objectivity required of Commissioners to properly consider the ATV issue during this crucial investigative period.

Your personal press release in the guise of "fact sheets" *under Commission letterhead* have, in my judgement, placed the entire Commission's regulatory procedures on this issue at risk. According to the information the Commission has supplied, the agency's General Counsel's opinion seems to raise the possibility that your dissemination of "fact sheets" on ATVs was in violation of Section 6 (B)(6) of the Consumer Product Safety Act (CPSA). That opinion requires that newly-created material, even if it incorporates information which had previously been cleared for release, must be scrutinized for accuracy and appropriate context. Your submission of a fact sheet for Section 6 clearance *after* you sent it to several news and consumer organizations around the country does not comply with this instruction. The Commission's staff demonstrated the merit of the General Counsel's position when they requested several changes to your fact sheet.

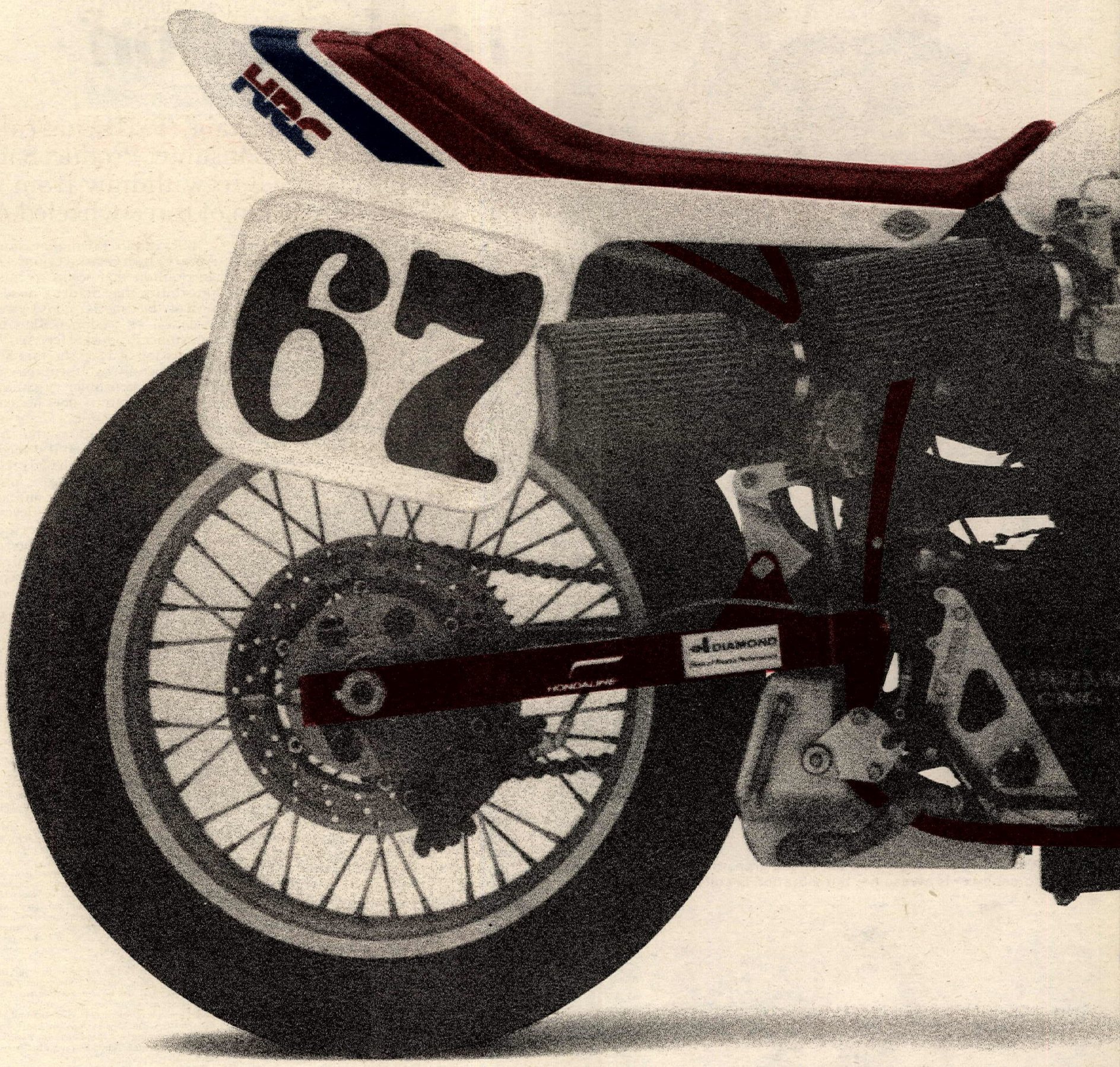
I believe there can be no doubt that you have prejudged this issue and are consequently unable to make a rational and level-headed decision based on facts presented to the Commission. Your unprofessional and antagonistic behavior during the CPSC's July 25 Concord, New Hampshire hearing was not only unbecoming of a U.S. Government official, but also clearly demonstrated you inability to listen dispassionately to evidence.

The Chairman of the Commission has stated several times that the CPSC is nowhere near having adequate information on which to make a decision. I continue to support the Commission's investigation and will abide by its decision if it can be conducted in an atmosphere of impartiality. However, I seriously doubt that a court of law could fail to consider the remarks and attitude of a Commissioner who has essentially decided this issue without regard to the record which may be developed.

Commissioner Statler, I do not doubt your sincerity and desire to improve the injury record of the ATV. Nevertheless, your actions may jeopardize the ability of the Commission to propose any serious solutions. I, therefore, call on you in the name of fairness to recuse yourself from further consideration of the ATV issue. I also wish to remind you of your duty to uphold the law and to cease disseminating prejudicial and inaccurate information regarding the Commission's stance on this issue. I am also fully prepared to pursue all other avenues to make sure that both the spirit and letter of the statutory mandate required of public officials such as yourself are met.

LARRY E. CRAIG
Ranking Minority Member
Commerce, Consumer & Monetary
Affairs Subcommittee
U.S. House of Representatives
Washington, DC

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1985 American Honda Motor Co., Inc. (9/85)

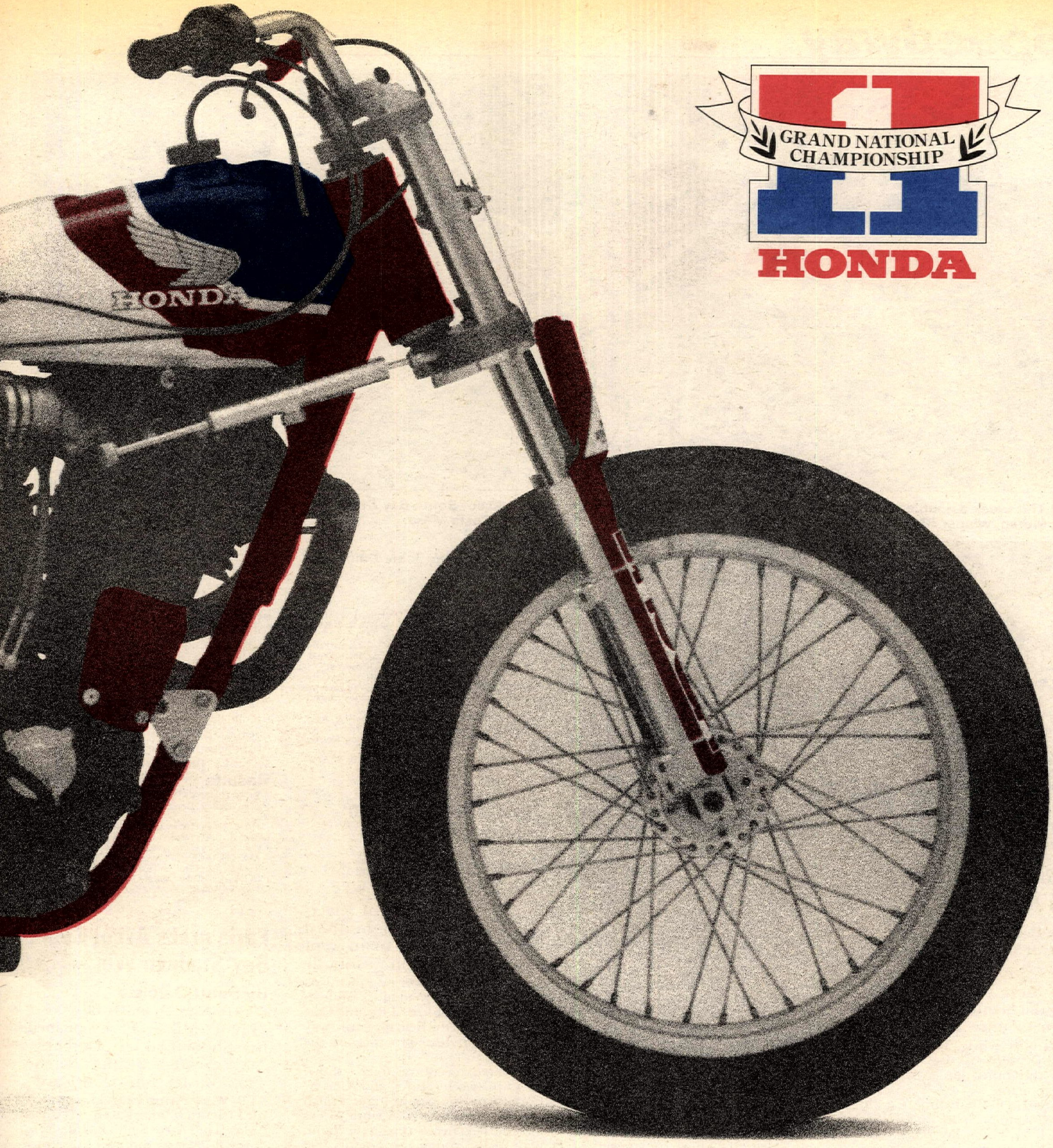


OUR CHAMP

Bubba Shobert clinches Team Honda's 2nd consecutive AMA Grand National Championship.

It's not easy to navigate through the AMA Camel Pro series. It can get pretty rough out there.

But Bubba Shobert, propelled by his RS-750 V-Twin, stormed through a sea of competitors to give Honda their second



GRAND NATIONAL CHAMPIONSHIP

HONDA

ION'S SHIP.

consecutive Grand National Championship title.

Matter of fact, Bubba tied up the title two races before the season ended—with a points lead as wide as the ocean.

So congratulations to Bubba Shobert and Honda's Grand National Championship.

Just goes to show you. If you ride a Honda, your ship will come in.

Speedway

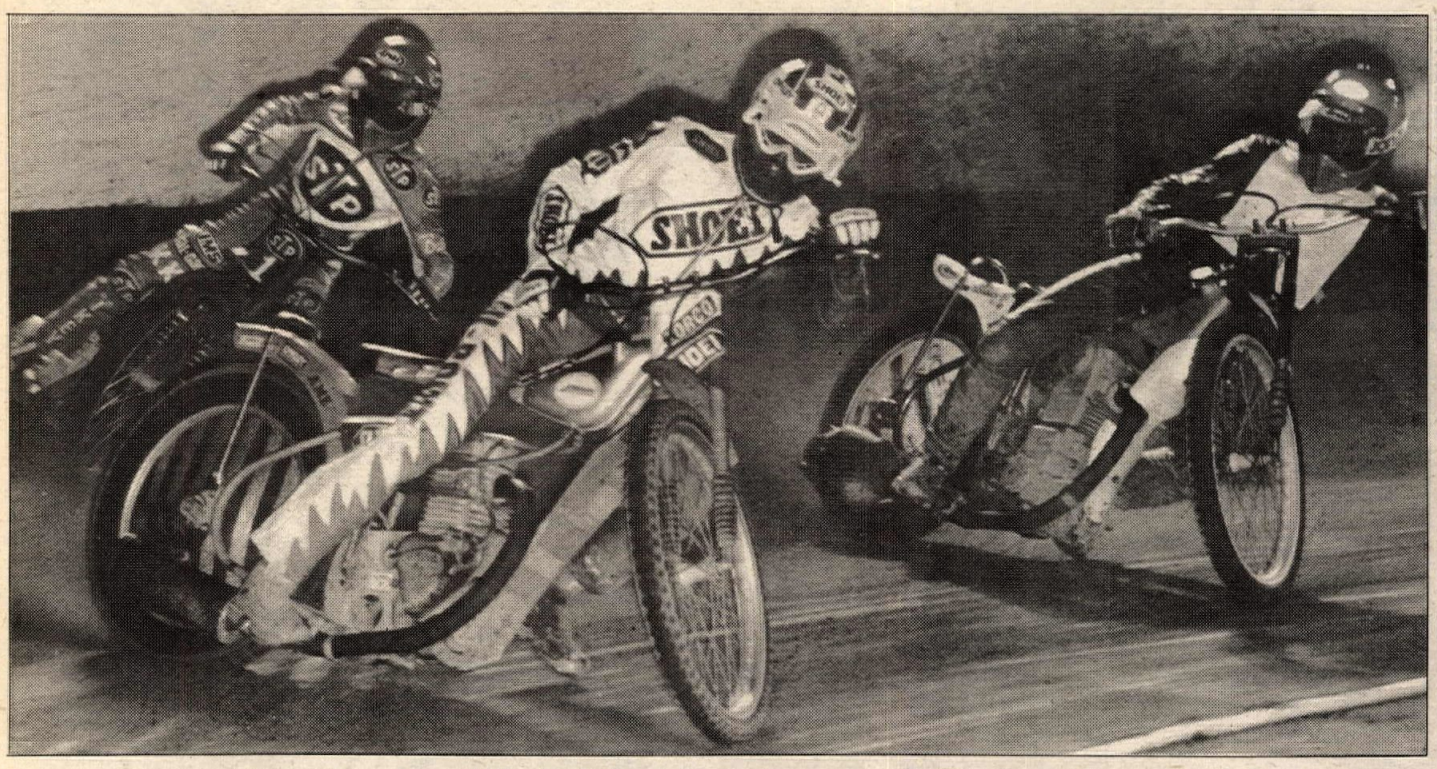


PHOTO BY MITCH FRIEDMAN

PHOTO BY SCOTT DALOISIO

Ronnie Correy won his second Scratch main at Speedway USA.

(Above) This week's double winner Mike Faria leads Kelly Moran and Bobby Ott at Ascot South Bay Stadium. (Below) Moran, winner Alan Christian and Steve Lucero battle in the Scratch main at Costa Mesa.

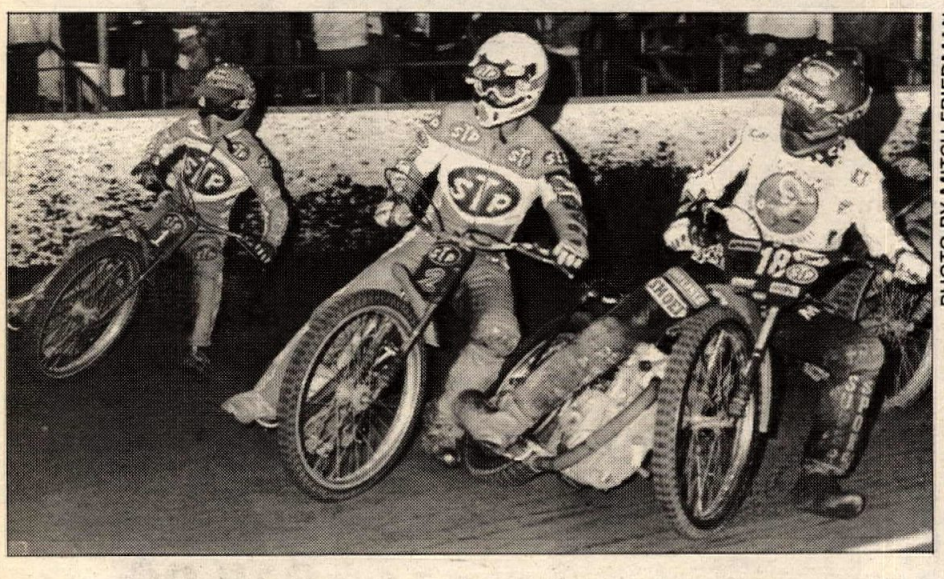


PHOTO BY MITCH FRIEDMAN

Christian, Dwyer claim Costa Mesa gold

By Scott Daloisio

COSTA MESA, CA, SEPT. 21

Alan "Crazy" Christian outbattled Steve Lucero early on, to win the Scratch main at the Orange County Fairgrounds Friday night while Mark Dwyer knocked Denny Scopellite out of his way on the fourth lap to take the Handicap main.

Christian (STP/Valvoline/Cirello Racing/Champion Spark Plugs/PBI/K&N/Bell/Hi-Point/Fiberglass Concepts/Advantage Boats Weslake) was coming off a distant second-place finish to "Flyin' Mike" Faria the previous evening at South Bay Stadium and he was determined to win Friday. Steve Lucero got the gate, but Christian went around him on the back chute. Lucero was back at the head of the thundering pack by turn three. Christian again challenged as they came down the front chute and he pulled into a momentary lead. Lucero was back by in turn one on the second lap, but by the end of that lap, Christian had the lead for good. Lucero stayed right on him and made a few attempts to get by, but he had to settled for a very close second at the Jerry King checkered flag. Third spot was taken by Brad Oxley, with Kelly Moran fourth.

The Handicap main was a good affair that ended in controversy. Scopellite, who began the evening as a reserve, was the leader on the start with Jeff Jones and Rich Sweaney in close pursuit. Dwyer (Pop & Fast Racing/Frank Schiavone Const./George Wenn/Mom & Dad/Parts Plus/Arai Jawa), off the 30, and Lance King, off the 40, quickly began to slice their way through the pack. Dwyer found himself in second on lap two with King directly behind him. They caught up to Scopellite on lap four, and entering turn three, Dwyer knocked Scopellite out of the way. Scopellite ended up out by the crashwall and by the time he recovered, he found himself in last. Dwyer led the rest of the way with King keeping the heat on the falling short by half a length. Third spot went to Sweaney.

Even though the checkered had fallen the action wasn't over. Scopellite returned to his pit and then came back to tell an official, "I'm sick and tired of this. This is the second time it's happened and I'm not going to put up with it anymore. Can't people pass without ramming someone?" He then went back into the pits and he and Dwyer had a rather heated conversation with Dwyer later explaining his side. "What was I supposed to do? King was hammering on me all the way and he (Scopellite) was holding me up. If he went faster I wouldn't have hit him."

Mark Brooks (Paintworks Jawa) won the Second Division main by holding off a charging Gary Hicks on the last lap. Richard Perkins won his first ever Costa Mesa Division Three main over John Dunn and Steve Furman.

Results

SCRATCH MAIN: 1. Alan Christian (Wes); 2. Steve Lucero (Wes); 3. Brad Oxley (Wes); 4. Kelly Moran (Gdn).

HANDICAP: 1. Mark Dwyer (Jaw); 2. Lance King (Wes); 3. Rich Sweaney (Wes); 4. Ed Castro (Wes); 5. Jeff Jones (Jaw); 6. Denny Scopellite (Wes).

SECOND DIV: 1. Mark Brooks (Jaw); 2. Gary Hicks (Wes); 3. Mike Dwyer (Jaw); 4. Walt Farnum (Jaw); 5. Shane Hawley (Wes); 6. Bentley Barrett (Wes).

THIRD DIV: 1. Richard Perkins (Jaw); 2. John Dunn (Wes); 3. Steve Furman (Jaw); 4. Tom Collier (Jaw); 5. Tom Settlemire (Jaw); 6. Greg Nelson (Wes).

MATCH RACE: 1. Kelly Moran (Gdn); 2. Sam Ermolenko (Wes).

Speedway USA win falls to Correy

By Scott Daloisio

VICTORVILLE, CA, SEPT. 21

Young Gary Hicks of Riverside was shooting for his third consecutive Scratch main event at Speedway USA in Victorville Saturday night when he ran into a road block. That road block came in the diminutive form of Ronnie Correy, who paced the field the entire way in the final four-lap race of the evening.

The main event was to be a showdown between Hicks and Correy. Correy won the opening night Scratch main at Speedway USA while Hicks took the next two. So far on the night, both of the young competitors had won their Scratch heat and Scratch semi.

For the main Correy was starting in the second spot, with Hicks at his right elbow in three. Tod Bertrand manned the pole with Don Butler in slot four. Before the tapes went up, Bertrand let out his clutch and broke the bottom one and he was sent to the pits. When the tapes rose, Correy (Ticket Mania/Fishing Boats Unlimited/Roland LaMarche, Inc./Wright Framers/Mom & Dad/Grim Products Weslake) was out like a shot with Hicks in hot pursuit. Correy was blasting around the smooth dirt oval with Hicks glued to his rear tire. It stayed that way until the back chute on lap three when Correy opened up a small cushion to protect his lead. Correy carried it all the way to the checkered and he finished three lengths ahead of Hicks with Butler taking third.

Mark Coker (Toler's Auto Body/Auto Specialties Weslake) was promoted to Second Division and he took his first-ever speedway main event with a win over Don Jackson in the Handicap race. Coker led from the outset over Jackson and Mark Brooks. Doug Bowers got past Brooks for third on the second lap, but that was as far as he was going. Jackson looked smooth in second while Coker was turning in a gem of a ride at the head of the pack. Hicks tried Bowers for third on lap four, but he found the turn-one crashwall and dropped to the rear. At the John Arnold Jr. checkered, it was Coker by seven lengths over Jackson and Bowers.

For the second week in a row, Bernie Tusco (Jawa) won the Third Division main. Karl Sellenthin led most of the way, but has to be happy with second at the end of the event.

Results

SCRATCH MAIN: 1. Ronnie Correy (Wes); 2. Gary Hicks (Wes); 3. Don Butler (Wes); 4. Tod Bertrand (Gdn).

HANDICAP: 1. Mark Coker (Wes); 2. Don Jackson (Jaw); 3. Doug Bowers (Jaw); 4. Jeff Springman (Wes); 5. Gary Hicks (Wes); 6. Mark Brooks (Jaw).

MATCH RACE: 1. Ronnie Correy; 2. Mike Dwyer.

THIRD DIV: 1. Bernie Tusco (Jaw); 2. Karl Sellenthin (Jaw); 3. Mike Stefan (Jaw); 4. Andy Johnson (Jaw); 5. Robert Fairchild (JAP); 6. Steve Lyons (Jaw).

Faria grabs Ascot South Bay Stadium Win

By Scott Daloisio

GARDENA, CA, SEPT. 19

"Flyin' Mike" Faria pushed his Shoei/Oakley/Tsubaki/A'ME/Scotty's Muffler/Torco/Trak Master Tires/Kal-Gard/STP/Wacy Armstrong Jawa to his fifth Scratch main win at Chris Agajanian's Ascot South Bay Stadium at the Budweiser Summer Speedway Classic Thursday night.

After winning his heat, Faria finished second to Steve Lucero in their semi, but he showed everyone how to do it in the Scratch main. Coming off the pole he hopped into the lead over Alan "Crazy" Christian, Lance King and Lucero. Lucero took King for third as they came off turn two on the opener. He then went to work on Christian and passed him one lap later for second, but by that time, Faria was long gone. Christian decided he wanted second back and he went back by Lucero on the third lap. Lucero kept the heat on, but was unable to get back into second position. Faria took the win by seven lengths on his Jawa in an otherwise all-Weslake field. Christian edged Lucero for second, with King lurking on their heels in fourth.

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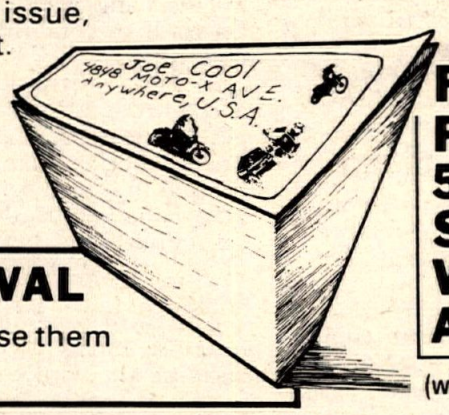

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Speedway

PHOTO BY SCOTT DALOISIO

Ronnie Correy (311) spins out in front of Tim McCasland at Ascot South Bay Stadium while IMS winner Sam Ermolenko watches.

Ed Castro (Pro Rider/KNAC/The Chums Weslake) went around leader David Hancock on the final lap and won his first 1985 Ascot South Bay Stadium Handicap main event. Hancock had the lead off the zero over Jeff Jones and Castro. Jones went wide in turn four and let Castro through for second. Castro immediately turned up the heat and began to close the gap on the leader. Bobby Ott moved in to third on the second circuit but his chances of catching Hancock and Castro in the remaining three laps were slim as they were flying around the finely-groomed oval. Castro made his first challenge at the end of the fourth lap when he moved outside Hancock. He stayed there until the back chute when he took the lead and the eventual win. Hancock finished in second with Ott in third.

Mark Hately took home the honors in both his heat and the Second Division main event with a pair of sizzling displays aboard his Weslake. Mark Brooks fetched second with Louis Kossuth third. Steve Lyons (Lyons' Racing Jawa) won the Third Division gold when he beat Ken Berry and Steve Donovan.

The night's action was marred by a nasty crash involving Jimmy Gentile, Joe Kreisberg and Mike Golightly in their Second Division heat. Gentile wheelied off of four to start the action. That caused Kreisberg to go down with Gentile piling into him. Golightly then went down very hard at the end of the front chute. Kreisberg came back for the restart even though it was later determined that he had broken a bone in his wrist. Golightly was removed by ambulance to the hospital. Even though initial indications were much more serious, all he received was a cracked wrist.

Results

SCRATCH MAIN: 1. Mike Faria (Jaw); 2. Alan Christian (Wes); 3. Steve Lucero (Wes); 4. Lance King (Wes).

HANDICAP: 1. Ed Castro (Wes); 2. David Hancock (Wes); 3. Bob Ott (Gdn); 4. Alan Christian (Wes); 5. Lance King (Wes); 6. Jeff Jones (Jaw).

SECOND DIV: 1. Mark Hately (Wes); 2. Mark Brooks (Jaw); 3. Louis Kossuth (Jaw); 4. Randy Skinner (Wes); 5. Gary Hicks (Wes); 6. Don Butler (Wes).

THIRD DIV: 1. Steve Lyons (Jaw); 2. Ken Berry (Jaw); 3. Steve Donovan (Wes); 4. Duane Blake (Gdn); 5. Kelly Inman (Gdn); 6. Chris Land (Wes).

Faria wins Ventura Track Championship

VENTURA, CA, SEPT. 17

For the first time since he moved south in 1982, "Flyin' Mike" Faria didn't win the points race at the Ventura Raceway, but he did win about everything else. He won the most main events (nine), the National qualifier, and at the 15th season-ender, the 1985 Ventura Track Championship. Seven different riders have won the title since 1978, that ended tonight when Faria matched his 1983 performance.

Not only did Faria win, but he was perfect — winning all five of his rides. Lance King defeated "Sudden Sam" Ermolenko in a runoff for second after they ended up knotted at 13. Steve Lucero scored a solid dozen; defending champ Kelly Moran won only once and ended up with 10; and crowd favorite "Showtime" Bob Ott lost his chance when his bike wouldn't fire for his second ride, and he ended with nine.

In Faria's first ride, he outgated and outrode Ermolenko, who could get no closer than 30 yards on the final revolution. Alan Christian found himself in fourth behind Ed Castro.

Faria had no trouble with Ronnie Correy (although he might next year) in his second ride, again winning easily.

The third time out was certainly no cruise, and went a long way toward deciding the winner. Joe Kreisberg sat on the pole, lined up next to Moran, King and Faria. King and Faria went wheel-to-wheel to turn two when Faria took the lead on the outside, and went on to the win. Moran finally passed Kreisberg on the third lap for a point.

On the fourth try, Faria got another great gate and put away two more tough competitors — Ott and Lucero. Faria got the best start again in the deciding event 25, but Andy Northrup spun out around turn three and Keith Larsen laid it down bringing out the red flag. Faria repeated his performance on the restart and won easily, receiving a standing ovation. Faria has now won 40 trophies in four seasons of Tuesday night speedway. It took overall leader Mike Bast 10 years to win 44 times.

Gary Hicks finished second to Steve Furman in his heat, but came back to win his semi and the main event to become the 1985 Division Two Track Champion.

Results

TRACK C'SHIP: 1. Mike Faria (15); 2. Lance King (13); 3. Sam Ermolenko (13); 4. Steve Lucero (12); 5. Kelly Moran (10); 6. Bob Ott (9); 7. (TIE) Alan Christian/Mark Dwyer (8); 9. Mike Mazzacane (7); 10. (TIE) Ronnie Correy/Ed Castro (6).

SECOND DIV: 1. Gary Hicks; 2. Rick Vanderham; 3. Jimmy Gentile; 4. Archie Perez.

Ermolenko jams at Inland Motorcycle Speedway

By Scott Daloisio

SAN BERNARDINO, CA, SEPT. 18

Current number three in the world "Sudden" Sam Ermolenko closed the season just as he started it by sweeping the Scratch portion of the program in the Cycle Rider, Inc. Trophy Series at John LaDouceur's Inland Motorcycle Speedway on a chilly Wednesday night.

Ermolenko (Pick Your Part Auto Salvage/Pacific Coast Laminating Jones Goggles/Arai/Q&E/STP/RK Racing Chain/American Mikuni/Al Reed's Polishing/Frame Shop/Car Tunes/Kal-Gard Weslake) drew the pole and grabbed the lead as usual on the start. As they came off turn two, Ermolenko immediately began to draw away from the pack while Tony Briggs went inside Alan Christian for second. Mike Faria, who had no clutch left from the start, was running last until lap two when he pulled into the infield. Ermolenko was on a run and continued to open his lead while Briggs outbattled Christian for second. At the checkered, it was Ermolenko by a half straightaway over Briggs and Christian.

Rich Sweaney (Joel Guth Const./Zee's Racing/Scott Goggles Weslake) hammered the field three times from the 10-yard line and won the Handicap main. The real show in the main was coming from the back of the pack with Faria and Ermolenko locked in a wild battle as they cut through the pack. They were going at it in a fierce war while Sweaney ran way out front. Ermolenko and Faria sandwiched Tim McCasland in turn one on lap four and found themselves locked in a battle for second. Faria took second as they came off turn two, but Ermolenko was right next to him again as they entered three and he stayed there until he hooked up and wheelied at the end of the lap. From that point on, Faria maintained a small margin over Ermolenko all the way to the checkered, but the win was all Sweaney's as he finished far ahead.

Mark Brooks (Paintworks Jawa) closed out the IMS Division Two season by recording an impressive win in both is heat and the main. Second spot was taken by Jordan Duncan with Rick Vanderham third. Jim Peery of Ventura won the final Third Division main of the season over Tod Bertrand and Kent Bowser.

Hank the Crank of Mentone won the All American Chopper Race Final when he finished ahead of "Dirty" Dick Weiss, who won the event back in 1981, Sonny Mace and Dexter.

Saturday night September 28, IMS will wrap-up the 1985 season with the 18th running of the California State Championship. Bobby Schwartz will be returning from England to defend his 1984 crown; he will be challenged by all of the IMS regulars.

Results

SCRATCH MAIN: 1. Sam Ermolenko (Wes); 2. Tony Briggs (GM); 3. Alan Christian (GM); 4. Mike Faria (Jaw).

HANDICAP: 1. Rich Sweaney (Wes); 2. Mike Faria (Jaw); 3. Sam Ermolenko (Wes); 4. Alan Christian (GM); 5. Tim McCasland (Wes); 6. Jeff Jones (Wes).

SECOND DIV: 1. Mark Brooks (Jaw); 2. Jordan Duncan (Gdn); 3. Rick Vanderham (Wes); 4. Walt Farnum (Jaw); 5. Marty Vanblargen (Jaw); 6. Ken Bidney (Jaw).

THIRD DIV: 1. Jim Peery (Jaw); 2. Tod Bertrand (Gdn); 3. Kent Bowser (Gdn); 4. Kelly Inman (Gdn); 5. John Dunn (Wes); 6. Wayne Manchester (Jaw).

CHOPPER FINAL: 1. Hank The Crank; 2. Dirty Dick Weiss; 3. Sonny Mace; 4. Dexter.

Houston, Sisemore bomb Baylands

By Bill Spencer

FREMONT, CA, SEPT. 12

John Houston, Jr. repeated his Handicap win of a few weeks back while Jim Sisemore won his first Scratch Main with only two weeks of Thursday night Class A Speedway racing left at Baylands Raceway Park.

Robert "Kid" Curry was working on his 12th straight match-race series, but gloom foreboded in the first event of the night when he crashed while in the lead. Bart Bast appeared to be the guy to beat, with a heat win and then a close finish to Mike Parsons in the semi, while Houston did likewise in his qualifiers setting the stage for the main.

Dave Cox led the procession on the Heath Racing Special with Mike Parsons and crew in tow. Cox got off wide on the second turn at the halfway point with Parsons following suit on the next set of corners. Houston got by and set sail for the checkers with Bast in tow over 16-year-old Scott Brant and Parsons.

Scratch action was at its finest with Pat Linn dominating the first heat over Sisemore, while Steve Martin took the MPE/Oilzall special to win the second heat. Duane Yarrow sizzled the track and dazzled the crowd with a good outside win in heat three. Brant and the Bruce Porter Racing/Brant Eng. topped the final heat. Linn appeared to be the man after winning his heat over Kid Curry, while Brant held off the Sisemore charge. When it came green time in the main, however, it was the VacAero Maely in charge. From the pole the lanky racer held off the advances of Linn and Brant in a great display. Linn went to the high line right away with Brant holding low, looking for a line that never appeared. Brant finally went searching for another line, but settled back to the inside for second with Linn unable to find enough room to keep it high, wide and fast.

The featured match race proved exciting as Kid Curry met Pat Linn, with nearly $400 in pot overage on the line. Curry was seeking his 12th straight win, but Linn, (Peterich Cycle/Hi-Point/Scott/Arai) wired the start and held an outside line for the first win, and then narrowly lost the second round. In the rubber match, Curry came on strong from a bad gate, but had to back out of one corner when it appeared that he had a chance for a pass, and Linn ran away with the cash.

Prunedale Club-sponsored Vance Felicio did the Green Hornet number for his fans with a Division Two win over, once again, Ken Weddingfeld on the Hap Jones Dist/MPE/San Jose Honda model. Terry Sparks took home his first ever Division Three main win in a survival battle that saw Gordon Rudy second over Kenn Sjostrand. •

Results

SCRATCH MAIN: 1. Jim Sisemore; 2. Scott Brant; 3. Pat Linn; 4. Kid Curry.

HANDICAP: 1. John Houston; 2. Bart Bast; 3. Scott Brant; 4. Mike Parsons; 5. Dave Cox; 6. Steve Crawford.

DIV. TWO: 1. Vance Felicio; 2. Kenny Weddingfeld; 3. Nick Geranio; 4. Jeff Santos; 5. Mike Kapser; 6. Scott McNeil.

DIV THREE: 1. Terry Sparks; 2. Gordon Rudy; 3. Kenn Sjostrand; 4. Les Kars; 5. Scott Spivey; 6. Dan Neilson.

Ascot Half Mile

(Continued from page 9)

oval. Chandler then had to deal with Estep, who was getting a better drive out of the turns, while Chandler was charging in much faster. Cornwell, Morehead, and Parker were seventh through ninth.

Near the middle of the race, Boody made a couple mistakes, and his once-comfortable second place was now being threatened by Shobert. Two more laps and Shobert nailed second exiting turn four. The top three spots were now set, with Jones riding a flawless race out front; Shobert and Boody would fill the victory podium.

Chandler got the best of Poovey as they drove out of two on the 15th lap; Estep also passed the Texan. Morehead put on a charge and got up behind Chandler. He kept up the steam and passed the Team Freddie Spencer/SuperTrapp/Hi-Point/Arai Honda in turns three and four when Chandler got up near the haybales. Chandler made a pass back going down the front straightaway, but "I figured I gave him (Morehead) enough room between me and the wall, but I guess it wasn't enough," said Chandler. "When I went by him, I caught his handlebar on my leg. It wasn't like I was trying to run him into the wall. All it needed was just a little more (room) and it would've been an okay pass." When Chandler hit Morehead's bar, it took the grip out of the Harley rider's hand, but he maintained control and rode on to fifth. Morehead said, "It was a rookie move; he didn't have to ride like that, it was a dirty move."

Jones still maintained a comfortable lead on his Dennis Harris-tuned Honda when the checkered flag came out; Shobert and Boody led Chandler, Morehead and Estep across the line, with Cornwell seventh. Goss finished 11th after a bad start. He had trouble with traffic, and began to tire as the race progressed. Carr was 14th with a flat rear tire.

Jones (GF Racing/Gill Co./Carlisle/Megacycle Cams/Knight Frames/Shoei) rode his cool-down lap standing on the pegs, with his hand up in the air. "Nobody needed this more than I did, that's why I won," said Jones. "Everything went real smooth. I was kind of worried about the tire going away, but I was thinking that if mine was chunking, so was their's. I just tried to stay smooth and let them worry about passing me."

For Shobert, he'll have to wait at least another year to become one of three riders (including Dick Mann and Kenny Roberts) to win all five types of GNC events — his only half mile win came last year under appeal; his win was later taken away. •

Results

20-LAP NATIONAL: 1. Ronnie Jones (Hon); 2. Bubba Shobert (Hon); 3. Ted Boody (Hon); 4. Doug Chandler (Hon); 5. Steve Morehead (H-D); 6. Don Estep (H-D); 7. Jon Cornwell (H-D); 8. Terry Poovey (H-D); 9. Scott Parker (H-D); 10. Ricky Graham (Hon); 11. Randy Goss (H-D); 12. Pete Hames (H-D); 13. Steve Eklund (H-D); 14. Chris Carr (H-D); 15. Mike Garrison (H-D).
TIME: 7 min., 27.380 secs.

12-LAP JUNIOR NATIONAL: 1. Winkie Freitas (Hon); 2. Aaron Hill (H-D); 3. Brian Atherton (W-R); 4. Bryan McDowell (W-R); 5. Bruce Johnson (Rtx); 6. Ted Taylor (Yam); 7. Craig Howard (W-R); 8. Adam Sabedra (Rtx); 9. Frank Garcia (Hon); 10. Darin Balderston (Hon); 11. Tim Skov (W-R); 12. Peter Goddard (Hon).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (265); 2. Ted Boody (218); 3. Doug Chandler (191); 4. Scott Parker (184); 5. Ricky Graham (150); 6. Scott Pearson (132); 7. Chris Carr (116); 8. Ronnie Jones (114); 9. Jay Springsteen (107); 10. Steve Morehead (91); 11. Mike Baldwin (89); 12. Hank Scott (83); 13. Randy Renfrow (80); 14. Alex Jorgensen (77); 15. Alan Labrosse (76); 16. Pete Hames (74); 17. Terry Poovey (69); 18. (TIE) Randy Goss/Dan Chivington (66); 20. Rodney Farris (64).

JUNIOR NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Brian Atherton (303); 2. Winkie Freitas (295); 3. Aaron Hill (146); 4. Wade Camlin (76); 5. Brad Furlong (67); 6. Les Washbon (66); 7. Don Myers (65); 8. Curtis Cannon (60); 9. Tim Skov (60); 10. Frank Garcia Jr. (58).

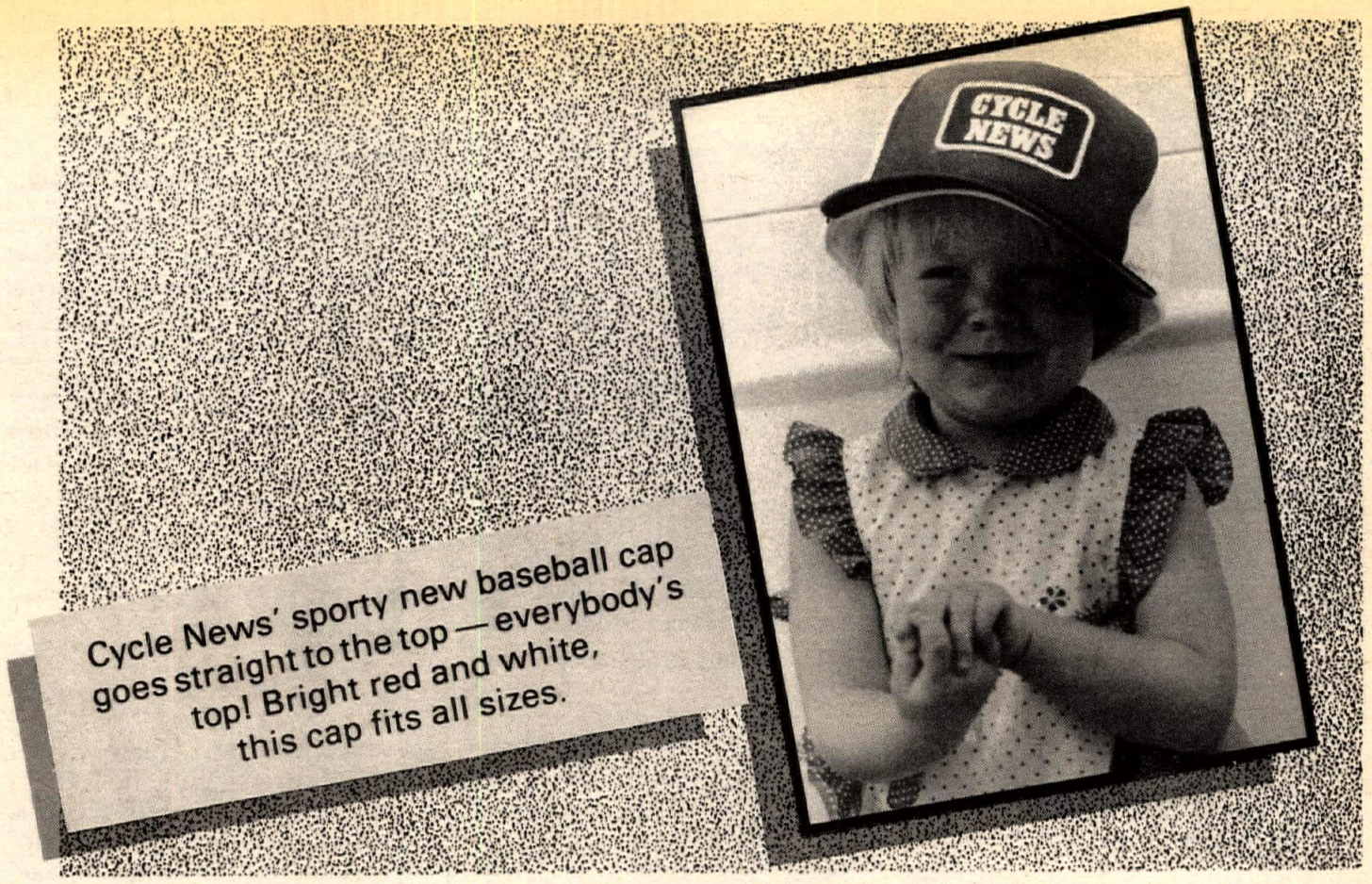

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PHOTO BY M.R. EDGE

Jason Anderson (9) combined 2-1 finishes to win the 125cc Expert class at the AMRA's Alaska Championships.

Anderson, Good top AMRA final in Alaska

By M.R. Edge

ANCHORAGE, AK, SEPT. 8

Jason Anderson and Joe Good each went one and two in Pro and 125cc Expert class action at Kincaid Park. The Alaska Motorcycle Racing Association (AMRA) held the last round of an eight round series to determine AMRA champions in 15 classes under a constant rain. Riders turned up in force, though, for those valuable last chance points.

Fifteen-year-old Anderson surprised a lot of people by challenging the top riders and winning the last moto and overall in the 125cc Expert class. Anderson, on a Cycle Corner Kawasaki, had to take a back seat to Kawasaki Cycle Cache's Jeff Roskelley in moto one. Anderson finished third behind Roskelley and second place Good.

Roskelley sat out moto two with enough points for the 125cc Expert championship. This time, Anderson left Good and the others behind to take the moto victory. Good placed third and second overall.

In Pro class action, Suzuki Motorcycle and Marine-sponsored Good won both motos while Anderson used a 2-3 finish for second overall. Roskelley placed fifth in moto one to sew up the championship.

The 500cc Expert class championship went to Roskelley, who had won it at the previous round. The day's win went to Brent Battin on a self-sponsored Honda. The Motorcycle Shop teammates Bruce Stingley and Donny Russell took second and third overall, respectively on their KTMs.

Russell faired better on his 250 KTM taking the 250cc Expert class overall win. Kevin Schaub, on a Hartley Motors' Honda, took a safe second and the AMRA 250cc Expert championship.

Results

50 NOV: 1. Luke Rambur (Yam); 2. Popeye Gonzalez (Yam); 3. Martin White (Yam).
60 NOV: 1. Destry Scott (Kaw); 2. Tony Taylor (Yam); 3. Robert Eastridge (Kaw).
80 NOV: 1. Damon Brown (Kaw); 2. Gavin Washburn (Kaw); 3. Sean Mitzel (Yam).
125 NOV: 1. Kevin McAdoo (Suz); 2. Scott Stafford (Hon); 3. Chris Lindstrom (KTM).
125 INT: 1. Lance Leneave (Kaw); 2. Kelly Styles (Kaw); 3. Roger Neth (KTM).
125 EX: 1. Jason Anderson (Kaw); 2. Joe Good (Suz); 3. Ralph Blanchard (Yam).
250 NOV: 1. Jim Brown (Suz); 2. Steve Hunter (Hon); 3. Ron Styles (Kaw).
250 INT: 1. Greg Chatterton (Kaw); 2. Edwin Sims (KTM); 3. Dave Cook (Kaw).
250 EX: 1. Donny Russell (KTM); 2. Kevin Schaub (Hon); 3. Jim McClain (Kaw).
500 NOV: 1. Scott Messer (Hon); 2. Tyrone McCrae (Hon); 3. Tommy Becker (Hus).
500 EX: 1. Brent Battin (Hon); 2. Bruce Stingley (KTM); 3. Donny Russell (KTM).
VETS: 1. Ron Soule (KTM); 2. Bob McNabb (Yam); 3. Richard Butler (Yam).
PRO: 1. Joe Good (Suz); 2. Jason Anderson (Kaw); 3. Ralph Blanchard (Yam).

Mitchell wins at Greeley SX

By Larry Johnson

GREELEY, CO, AUG. 30

Jim Mitchell (Hon) won every moto in the 125 and 250cc Pro classes tonight at the fourth of five Greeley supercrosses.

Mitchell holeshot his 125cc Pro qualifier and ran off to an easy win over Stacey Cook (Kaw), who also was far ahead of the pack. Mark Flesia (Kaw) led his qualifier from start to finish over Tim Buchli (Yam). Mitchell then scored another easy qualifier win in the 250cc Pros ahead of Dave Newell (Kaw), while Terry Kyle (Yam) held off Dave Molder (Yam) in his heat.

When the 125cc Pros hit the first turn of the main, Cook was taken out as Flesia grabbed the lead over Mitchell, Art DeHoff (Yam) and Buchli. Flesia and Mitchell immediately established a lead, while DeHoff and Buchli were contesting third several bikelengths ahead of the pack. For six laps, Flesia held a safe margin over Mitchell, but the DeHoff/Buchli battle was as close as could be. Then on lap seven, backmarkers held up Flesia and Mitchell closed up and made the pass. He quickly pulled away with one lap remaining as DeHoff and Buchli also got around Flesia. A lapped rider crashed in front of the leaders, bringing the top four all together for a sprint to the checkers, but the order held at the finish — Mitchell, DeHoff, Buchli and Flesia.

Mitchell had no problems in the 250cc Pro main. He took the holeshot and went off to hide. Kyle ran second for the entire race, while Randy Warren (Yam) finished third after gating fifth behind Molder and Kip Sandell (Hon). Molder placed fourth ahead of Sandell.

Andy Atkins (Yam) won the 80cc Expert class. In round one, he gave chase the whole way to Robert Rose (Kaw), but could never make a serious challenge. However, he got his break in moto two. Jared Ramsour (Kaw) took the early lead ahead of Atkins and Rose, but Rose crashed hard on the doubles and was out of contention. This left Ramsour and Atkins to do battle, and battle they did. Ramsour held off every attempt Atkins made, but finally Atkins blasted by in the whoops. Ramsour then began to hound Atkins for the last two laps and made the pass on the last circuit, but Atkins retaliated and barely edged Ramsour for the victory.

Results

80 NOV: 1. Jim Agnew (Kaw); 2. Jeff Nolan (Yam); 3. Dan Langstron (Kaw).
80 AM: 1. John Wright (Kaw); 2. Chris McCrea (Yam); 3. Steve Keck (Kaw).
80 EX: 1. Andy Atkins (Yam); 2. Jared Ramsour (Kaw); 3. Robert Rose (Kaw).
125 NOV: 1. Buddy Lazier (Hon); 2. Forrest Fridlund (Yam); 3. Merlin Unruh (Kaw).
125 AM: 1. Cory Perriton (Kaw); 2. Justin Carver (Hon); 3. Kyle Murdoch (Hon).
125 PRO: 1. Jim Mitchell (Hon); 2. Art DeHoff (Yam); 3. Tim Buchli (Yam).
250 NOV: 1. Fyras Kalb (Kaw); 2. Dan Parker (Yam); 3. Eric Scheel (Kaw).
250 AM: 1. Emlyn Williams (KTM); 2. Pat Seery (Suz); 3. Rob Kerven (Hon).
250 PRO: 1. Jim Mitchell (Hon); 2. Terry Kyle (Yam); 3. Randy Warren (Yam).

Turner adds another win at Ascot

By Chris Boice

GARDENA, CA, AUG. 30

Every time Cagiva factory rider Ron Turner wins he breaks another of his own records. Tonight at Continental Motosport Club's (CMC)-sanctioned motocross he added two more wins to give him a total of approximately 375.

Kawasaki-mounted Tim Rutherford got the holeshot in the first 125cc Pro moto with Turner, Tommy Combs (Kaw) and Jerry Jirkovsky (Hon) in line behind him. On the first lap, Turner charged by Rutherford over the table jumps and for two laps Rutherford's Kawasaki stayed wheel-to-wheel with the Cagiva. By the fourth lap, Turner began to pull away slowly, and by the time they crossed the finish line, Turner had put about 20 bikelengths on the second-place Rutherford. Combs finished third and Jirkovsky was fourth.

Rutherford got the holeshot again in the second moto with Turner aggressively pushing him for two laps. Turner made his move at the end of the second lap and slipped inside Rutherford on the big left sweeper before the finish line. Rutherford fought back for a lap, but lost him momentum and let Turner gain a little ground on the last two laps. Turner cruised to another overall victory. Rutherford took a second and Combs finished third overall.

Ed Gauley Jr. (C-A), was the first 500cc Pro out of the gate in the first moto. At the end of the first lap, Gauley and Todd Peterson (Hon) tangled and both went down while the rest of the field motored by. Turner took over the lead with Jim Rutherford (Kaw) and Mike McMillen (Hon) bumping into second and third. Turner developed a huge lead by the third lap, and by the fourth lap, Peterson and Gauley had worked their way back up through the pack into second and third place. Turner, easily took the win with Peterson, Gauley and McMillen all coming across the line bunched up together.

Peterson charged out of the starting gate and hit the first turn just in front of Turner and Gauley at the start of moto two. Peterson and Turner pulled out ahead of Gauley and the rest of the riders, but none of the front runners changed positions for the entire moto. Peterson took the overall win with a 2-1, while Turner had to settle for second with his 1-2. Gauley's consistent ride in both motos gave him third overall.

The second division of 80cc Beginners was dominated by Kawasaki rider Don Springer. In both motos, he was at least half a lap ahead of the nearest rider. In moto one, it was Gary Sutherland (Hon) who was holding down the number-two spot and fighting off challenger Kurt Rood (Kaw) right down to the finish line. In the second moto, Springer rode his own, race half a lap in front of Kevin Busell (Kaw), Chris De la Cruz (Hon) and Sutherland, who were involved in a mad scramble for second place. De la Cruz passed Busell on the fourth lap and won the race for second. Busell got a third and Sutherland was a close fourth. Springer coasted to an easy overall victory and Sutherland's 2-4 got him second overall. De la Cruz was third with a 5-2 score.

Results

60: 1. Jeff Willoh (Kaw).
80 BEG DIV 1: 1. Mike Williams (Hon); 2. Anthony Payne (Kaw); 3. Sean Turner (Kaw).
80 BEG DIV 2: 1. Don Springer (Kaw); 2. Gary Sutherland (Hon); 3. Chris De la Cruz (Hon).
80 JR: 1. Lyle Thompson (Yam); 2. Mike Cory (Kaw); 3. Tom Grelle (Yam).
80 INT: 1. Kevin Bussey (Kaw); 2. Rusty Somers (Kaw); 3. Brandon Sperling (Suz).
80 EX: 1. Steven Kotajarvi (Kaw); 2. Paul Vlach (Kaw).
125 BEG DIV 1: 1. Paul Garthwaite (Kaw); 2. Fabrizio Azzalin (Cag); 3. Robert Sims (Hon).
125 BEG DIV 2: 1. Anthony Arthur (Kaw); 2. Bob Tatom (Kaw); 3. Jamie Wells (Hon).
125 JR DIV 1: 1. Billy Gilbert (Yam); 2. Brian Slumskie (Hon); 3. Ron Tracy Monterone (Yam).
125 JR DIV 2: 1. Eric Jasper (Hon); 2. Jim Watkins (Hon); 3. Franklin Morris Jr. (Kaw).
125 INT: 1. Jim Kuntz (Suz); 2. Jason Neuman (Kaw); 3. Danny Barnett (Hon).
125 PRO: 1. Ron Turner (Cag); 2. Tim Rutherford (Kaw); 3. Tommy Combs (Kaw).
250 BEG DIV 1: 1. Andrew Van Heuven (Kaw); 2. John Theisen (Yam); 3. David Delgado (Suz).
250 BEG DIV 2: 1. Jeff Theisen (Yam); 2. Keith Dickerson (Hon); 3. Ron Buccleri (Yam).
250 JR: 1. Dave Nealon (Hon); 2. Chris Chapman (Hon); 3. Jimmy Bartoli (Hon).
250 INT: 1. Gary Goforth (Hon); 2. Travis Stake (Hon); 3. Jim Perry (Kaw).
250 PRO: 1. Rob Trone (Hon); 2. Todd Peterson (Hon); 3. Ron Turner (Cag).
500 BEG: 1. Chris Wilinski (Hon); 2. Hiroyoki Kido (Hon); 3. Todd Barsby (Hon).
500 JR: 1. Eric Fleming (Hon); 2. John Mullins (Hon); 3. Robert Hedland (Yam).
500 INT: 1. Robert Johnson (Hon); 2. Duane Potts (Hon).
500 PRO: 1. Todd Peterson (Hon); 2. Ron Turner (Cag); 3. Ed Gauley Jr. (C-A).
VET JR: 1. Brian Naile (Kaw); 2. Mark Leatherley (Yam); 3. Don Wilborn (Yam).
VET INT: 1. Chris Stapleton (KTM); 2. Karel Kramer (Yam); 3. Barry Phillips (Hon).
VET MSTR: 1. Ross Maeda (Suz); 2. Jeff Blix (Yam); 3. Robert Johnson (Hon).

Springman seizes season title at Hannegan

By Paul Nielsen

BELLINGHAM, WA, AUG. 29

Rueben Springman took the Mt. Baker Motorcycle Club's high-point title in the 250cc A class tonight at Hannegan Speedway. Springman rode to a third-place finish in the deciding race, edging runner-up Larry Visco by four points.

With the 125cc A season high-point title sewed up, Visco lined up with the 250cc A class to try for his second title, as he had a 12-point lead on second place Springman. When the gate fell Visco (Kaw) grabbed the lead with Robbie Evans (Hon), Springman (Suz) and Jorgensen (Hon) in pursuit. Visco led the first lap, but was out of the race with a stripped head bolt on lap two. Evans took over first with Springman trailing in second. Springman had to finish no less than fourth place to win the season title. Mark Cunningham, who was involved in a second turn pile-up, was on the move as was Jorgensen, who had slowed to avoid the pile-up. Cunningham moved into third place, making the order Evans, Jorgensen, Cunningham and Springman. To complicate matters, Steve Friesen (Hon) had worked up to challenge Springman and was only three bikelengths behind. The charging Friesen was held at bay and on the eighth lap, Jorgensen broke and went to the pits. When the checkered flag fell in the 10th lap, it was Evans, Cunningham, Springman and Friesen. Springman won the season high-point title by four points over Visco.

The 125cc B class produced some

good racing in the last moto of the season at Hannegan Speedway. Trent Dyrsmid (Hon) was leading at the end of lap one, with Rick Hammer Jackson second and James Cottet (Suz) third. In lap three, Jason Dunton (KTM) charged from the back of the pack and took over third. Dyrsmid opened up a 12-second lead over Jackson while Dunton was shaving off one or two seconds each lap, reeling in Jackson. In the ninth lap, Dunto took over second and set out after Dyrsmid, but his efforts were thwarted as time ran out. Dyrsmid finished with a 20-second lead over Dunton, and Jackson was third.

Results

125 B: 1. Trent Dyrsmid (Hon); 2. Jason Dunton (KTM); 3. Rick Hammer Jackson (Kaw).
125 A: 1. Mark Cunningham (Hon).
250 A: 1. Robbie Evans (Hon); 2. Mark Cunningham (Hon); 3. Rueben Springman (Suz).
250 B: 1. Joe McKenzie (Hon); 2. John Allen (Hon); 3. Adrian Moelker (Hon).
OPEN B: 1. David Huynh (Yam); 2. Richard Satker (KTM); 3. Lyle Duronso (Yam).
OPEN A: 1. Danny Bullock (Hon).
ENDURO B: 1. Todd Sharp (Kaw); 2. Mike Welch (Hus); 3. Steven Henson (Hon).
ENDURO A: 1. Rusty Fletcher (Hon).
125 C: 1. Paul Budai Jr. (Hon); 2. Darren Williams (Hon); 3. Ray Amos (Kaw).
250 C: 1. Jake Billings (Kaw); 2. Ken Boeve (Hon); 3. Mike Welch (Hus).
OPEN C: 1. Chad Smith; 2. Mike Huber (Hon); 3. Craig Knapp (Yam).
OVER 30: 1. Paul Stuen (Suz); 2. Don Wanlin (Yam); 3. Kenneth Enns (Kaw).

Bozarth double winner at Albany SX

By Clay Light

ALBANY, OR, SEPT. 2

Rotax 560-mounted Ricky Bozarth demolished the Professional classes at Albany Speedway's Labor Day Supercross. Bozarth went for a four-for-four tally in the Open and 250cc Pro classes.

In the first Open Pro moto, it was Bozarth (ATK/PBI/Rtx) leading a combined race of Pro/Intermediates and was being chased by fellow Pro Jeff Reed (Yam). Reed hung in there for a couple of laps, but after that, the race was all Bozarth's to the finish. The Intermediate portion went to Gary Beaver (Kaw), who placed third in the race. The second moto was again Bozarth's as he out-powered Reed and Intermediate Alan O'Brien.

A Mini Pro race was held in between motos and was a single-moto exhibition. Pro Jere "The Streeker" Meeker (Kaw) vaulted into the lead at the drop of the gate to go unchallenged to the finish to beat Ron Robinson (Kaw). In third rode "Old Man" Winn in the midst of traffic until finding the machine to be too much, letting local rider Wes Hansen (Kaw) into the position to the finish.

Bozarth put his Suzuki-support ride into the lead of the 125/250cc Pro class on the first of nine laps on the pounding whoop-de-doo-lined track, followed by ex-Mini flash Vincent Warren (Yam) and Kawasaki 125 pilot Gary Beyer. Beyer did a credible job of holding off 250cc riders Chad Klingbell (Hon) and Eugene's Larry Brumwell (Suz) to ride in third all the way to the finish behind winner Bozarth and second place Warren.

Moto two was much like the first as Bozarth burned the competition. Bozarth goes quite well on a 250, as his competition found out when he flat out flew away from Warren, who controlled second ahead of Beyer. Bozarth had an easy time en route to his second 1-1 tally of the day for top cash payoff over Warren's 2-2.

One of the most exciting classes of the day was the 125cc B classes runoffs. The first moto was a start-to-finish duel between Nick Blasdell (Suz) and Honda rider Tony Graves. The duo waited until the last corner to decide the winner after passing and repassing continually throughout the six-lap moto. Blasdell edged Graves by a wheel, with Ed Portz getting third ahead of Dana Anderson (Hon) and Scott Adair (Hon). The second moto was another show of maneuverability by Nick Blasdell, while Dan Blasdell pressured from behind. The Blasdells went one-two to the finish, with Portz again third ahead of Graves and Anderson. The overalls saw Nick Blasdell (1-1), Dan Blasdell (4-2) and Portz (3-3) in the top three at the trophy presentation.

An Old Timer/30-40 A class was also a classic, with the 30-40 pilots leading the way. Mike Holbrook (Hon) pulled into the lead on the first lap and remained in the same spot to the finish while track operator Bob Leach (Hus) ran second all the way ahead of Ken Kulleson (Suz). The Old Timer class was won by Chuck Standeford (Hon), with the second round going Holbrook's way, and he carded a perfect 1-1 tally to beat Kulleson, who went 3-2 for second after getting by Leach and Darrell Wilkins (Hon).

Vohland sweeps Pros at Hungry Valley

By John Bethea

GORMAN, CA, SEPT. 1

Tyson Vohland swept all four 125 and 250cc Pro motos at the Continental Motosport Club's (CMC) Trans-Cal Series Tune Up race at Hungry Valley SVRA today.

His first overall victory came in the 125cc class and he easily out-distanced eventual second overall Doug O'Donnell. David Antillion crashed in the first race and could only manage a fifth, but came back with a vengeance and recorded a second to Vohland to wind up third overall.

Vohland faced off against 18 other 250cc Pros later and this time held back a second moto charge from Willie Surratt, who was making his comeback from a broken foot sustained at the CMC Western States Championships several months ago. Even though he still limped noticeably, he was able to race hard enough to come from nearly last place in the first event to take third. In the second moto, after a much cleaner start, he still couldn't catch Vohland, even after closing in during the final three laps. Tracy Oswell was third overall.

Willy Simons won both 500cc Pro events with ease, while Robot Rodgers bagged two seconds for the place position.

Chris McGee, who only a week earlier got the CMC Summer Series championship in the 500cc Intermediates, took on last year's Trans-Cal 500cc Intermediate champion Art Olivier and won the encounter.

Scott Brown is one rider expected to do well in the 125cc Intermediates in the upcoming Trans-Cal, and he showed it by beating Jimmy Lewis and Jason Neuman.

The 250cc Intermediate class appears to be wide-open as the day's events showed. Paul Blomquist only finished fifth in the first moto yet still claimed the overall when initial event-winner Jeff Reynolds could only manage an eighth in the second round. Tim Whitlock and John Garcia finished second and third.

Results

60: 1. Brad Schultz (Kaw); 2. Joe Hicks (Kaw).
80 BEG: 1. Rick Nolte (Suz); 2. David Parker (Yam); 3. Andy Crider (Kaw).
80 JR: 1. Mark Easley (Hon); 2. Joel Tokarsky (Kaw); 3. Cole Gress (Kaw).
80 INT: 1. Brock Suter (Yam); 2. Ronnie Densford (Kaw); 3. Doug Houston (Yam).
80 EX: 1. Paul Vlach (Kaw); 2. Mike Pascarella (Yam); 3. Steven Kotajarui (Kaw).
125 BEG: 1. Bjorn Lofstrom (Kaw); 2. Neal Taylor (Hon); 3. Ronnie Messner (Kaw).
125 JR: 1. Jol James (Kaw); 2. David Noel (Kaw); 3. Chuck Alman ((Kaw).
125 INT: 1. Scott Brown (Hon); 2. Jimmy Lewis (Kaw); 3. Jason Neuman (Kaw).
125 PRO: 1. Tyson Vohland (Kaw); 2. Doug O'Donnell (Kaw); 3. Terry Bostard (Kaw).
250 BEG: 1. Mark Hbair (Suz); 2. Kelley Pate (Yam); 3. Joey Forte (Hon).
250 JR: 1. Jol James (Yam); 2. Brian Sweaney (Suz); 3. Burt Ulmer (Yam).
250 INT: 1. Paul Blomquist (Hon); 2. Tim Whitlock (Hon); 3. John Garcia (Hon).
250 PRO: 1. Tyson Vohland (Kaw); 2. William Surratt (Hon); 3. Tracy Oswell (Hon).
500 BEG: 1.Tony Thompson (Mai); 2. Sean Medina (Hon).
500 JR: 1. Eric Fleming (Hon); 2. Rex White (Kaw); 3. Chuck Sinacori (Hon).
500 INT: 1. Chris McGee (Kaw); 2. Art Olivier (Hon); 3. Tracy Hrach (Hon).
500 PRO: 1. Willy Simons (Hon); 2. Robot Rodgers (Hon); 3. Pete Hamm (M-S).
VET JR: 1. Greg McAvoy (Hon); 2. George Baker (Hon); 3. Mark Dennis (Hon).
VET MSTR: 1. Richard Sazama (Hon); 2. Gary Dawes (Hon).
VET INT: 1. Dennis Stubblefield (Hon).
OT JR: 1. Terry Pratt (Yam).
OT INT: 1. Ron Cole (M-S); 2. Harold Waddell (Yam).

Davis, Munson win Alaska State MX titles

By M.R. Edge

ANCHORAGE, AK, SEPT. 1-2

Scott Davis added two more Alaska State Motocross Championship titles to his impressive 14 career titles at the fifth and final round of the 1985 Alaska State Motocross Championship series held at Anchorage's Kincaid Park. Davis took his Anchorage Cycle Sales Yamahas to overall wins in the 250 and 500cc Expert classes on Sunday, and by doing so clinched the championships in both classes and sat out Monday's racing.

In his 11-year career, Davis has dominated the far northwest scene and never lost a title defense or bid.

The main race on Sunday was for second place in the 250cc Experts. Erik Munson of Fairbanks was favored to be Davis' top challenger, but chain problems kept him out of contention. Instead, Suzuki Motorcycle and Marine-sponsored Doug Longwell took the number two spot over Kevin Schaub on a Hartley Motors' Honda. Longwell hails from Florida and used his sand experience to good use on the Kincaid Park circuit.

The 500cc Expert class was a cakewalk for Davis who led both of Sunday's motos from start to finish. The runner-up position went to Davis' Anchorage Cycle Sales' teammate Jeff MacDonald. With Davis on the sidelines with his title secured, MacDonald went for Monday's win. It wasn't easy though, as he traded moto wins with Schaub. However, MacDonald claimed the overall with the better second moto finish.

Jeff Roskelley looked to repeat his 500cc championship of last year, but dropped out of both the 500 and 250cc classes when he realized he couldn't take first. Roskelley concentrated his efforts in the 125cc Expert class but at the end lost out to Munson. Despite the same chain problems he experienced in the 250cc Expert class, Munson took his Northern Power Sports' Suzuki to the 125cc Expert State Championship with a 6-DNF on Sunday and a DNF-1 on Monday. Joe Good, a Suzuki Motorcycle and Marine-sponsored RM, used strong, consistent riding to grab second place for the series. Roskelley won on both days but only wound up with a series third.

The closest race of the year was in the Veteran's class where Steve Corlee and Jamie Linxwiler traded places the entire series. Linxwiler won the series by only two points.

PHOTO BY M.R. EDGE

Scott Davis is still number one in the 250 and 500cc Expert classes in Alaska.

Results

SUNDAY
50 NOV: 1. Alejandro Gonzalez (Yam); 2. Luke Rambur (Yam); 3. Kase Scott (Yam).
60 NOV: 1. Destry Scott (Kaw); 2. John Fesler (Kaw); 3. Chris Bault (Kaw).
80 NOV: 1. Damon Brown (Kaw); 2. Gavin Washburn (Kaw); 3. Phill Bruden (Kaw).
80 EX: 1. Andy Workman (Yam); 2. Robb Butler (Yam); 3. Jason Neubaugh (Suz).
125 NOV: 1. Bryan Rambur (Kaw); 2. Tim Bowers (Kaw); 3. Rick New (Hon).
125 INT: 1. Kelly Styles (Kaw); 2. Lance Leneave (Kaw); 3. Shane Hart (Kaw).
125 EX: 1. Jeff Roskelley (Kaw); 2. Jason Anderson (Kaw); 3. Ralph Blanchard (Yam).
250 NOV: 1. Vernon Johnson (Kaw); 2. Trevor Haggard (Yam); 3. Ron Styles (Kaw).
250 INT: 1. Jason McDonald (Hon); 2. Greg Chatterton (Kaw); 3. Dave Cook (Kaw).
250 EX: 1. Scott Davis (Yam); 2. Doug Longwell (Suz); 3. Kevin Schaub (Hon).
500 NOV: 1. Scott Messer (Hon); 2. Dave Adkins (Hon); 3. Curt Connors (Yam).
500 EX: 1. Scott Davis (Yam); 2. Jeff MacDonald (Yam); 3. Brent Battin (Hon).
VET: 1. Ron Soule (KTM); 2. Steve Corlee (Mai); 3. Jamie Linxwiler (Yam).
MONDAY
50 NOV: 1. Luke Rambur (Yam); 2. Alejandro Gonzalez (Yam); 3. Kase Scott (Yam).
60 NOV: 1. Destry Scott (Kaw); 2. John Fesler (Kaw); 3. Chris Bault (Kaw).
80 NOV: 1. Billy Haley (Yam); 2. Phill Bruden (Kaw); 3. Gavin Washburn (Kaw).
80 EX: 1. Andy Workman (Yam); 2. Allan Stephens (Hon); 3. Lewis Lockhart (Suz).
125 NOV: 1. Bryan Rambur (Kaw); 2. Rick Kantola (Kaw); 3. Scott Stafford (Hon).
125 INT: 1. Kelly Styles (Kaw); 2. Lance Leneave (Kaw); 3. Roger Neth (KTM).
125 EX: 1. Jeff Roskelley (Kaw); 2. Erik Munson (Suz); 3. Ralph Blanchard (Yam).
250 NOV: 1. Trevor Haggard (Yam); 2. Ron Styles (Kaw); 3. Bryan Rambur (Kaw).
250 INT: 1. Greg Chatterton (Kaw); 2. Dave Cook (Kaw); 3. Jason McDonald (Hon).
250 EX: 1. Joe Good (Suz); 2. Kevin Schaub (Hon); 3. Jim McLain (Kaw).
500 NOV: 1. George Davis (Yam); 2. Robert Billings (Hus); 3. Travis Johnson (Hon).
500 EX: 1. Jeff MacDonald (Yam); 2. Kevin Schaub (Hon); 3. Brent Battin (Hon).
VET: 1. Ron Soule (KTM); 2. Steve Corlee (Mai); 3. Jamie Linxwiler (Yam).

Dircks does it at ADRA Snowflake/ Heber 100

By Daryle D. Drake

MOGOLLON RIM, AZ, SEPT. 1

Gary Dircks got lost, crashed twice, knocked himself out, put his 32-inch handlebars through a 28-inch gap in the trees and still came up the overall and Open Expert winner at the Arizona Desert Racing Association's (ADRA) 10th annual Snowflake/Heber 100, sponsored by Helm & Sons.

"Rough!" was Dirck's only comment as he crossed the finish line, turning in a time of 3:14:59 for his 120-mile run. Later, he gave special thanks to John Miller and Sunnyslope Honda, sponsors of his Honda CR500. Dircks, in his third-ever desert race, said his motocross background really helped in dealing with the tight, twisty, 30-mile course. After his crashes, though, he was about ready to give up his race. But his pit crew gave him encouragement, and he

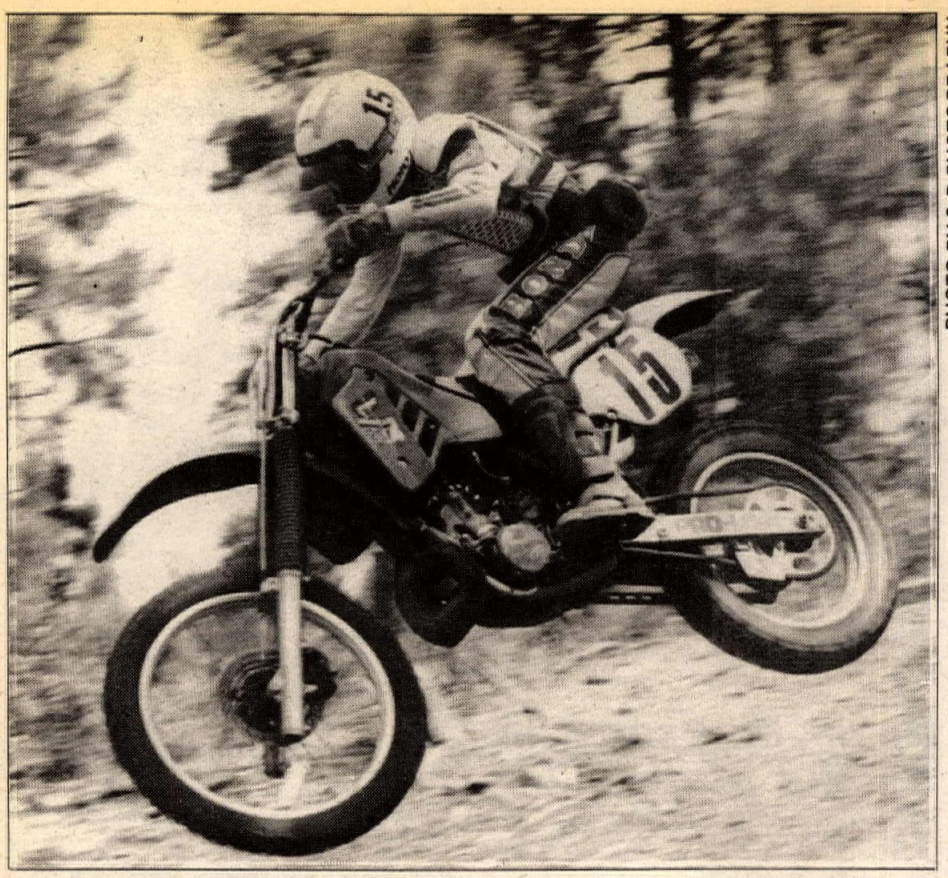

PHOTO BY 3-D PHOTOGRAPHY

John Imbriale won the 250cc Expert class and missed the overall by 36 seconds at the ADRA Snowflake/Heber 100.

adjusted to the bends in the bike to hold off runner-up and 250cc Expert winner John Imbriale on the last lap. Imbriale, riding a CR250 sponsored by Camelback Honda/Fox Distributing, finished 36 seconds later. He'd had his troubles too, including a crash 50 feet off the start.

Three miles off the start, Experts Mark Hildebrand (Hus), Garth Sweetland (Hus), Jamie Sims (Hus) and Roger Hickey (Kaw) all crashed, putting all but Sweetland out of the race. He retired later, having lost so much time.

Finishing third overall was Jeff Darland (Hon) for second 250cc Expert. Behind him on time was Mike Powers (Hon), third 250cc Expert and leader of the second and third laps after early leader Carlos Serrano (Hus) retired with tire troubles. In at fifth overall was the second Open Expert, Glenn Dawson (Hon), two seconds behind Powers.

In his first Expert race, Dirt Unlimited's Scott Kindler (Hon) finished seventh overall and said, "That fourth lap is really rough, my arms are hurting . . . made a lot of mistakes. I kept up okay in the tight stuff, but I've got a lot of learning to do on the high speed sections."

Back at 14th overall, Curt Koenne (Hon) took the 250cc Expert win with a four-minute edge over Gary Tuffin (Hon).

The Amateurs, Senior Experts, Veterans and Novices ran for three laps, and Open Amateur Rob Johnston led the way on his Sun Valley Auto Body/Sunnyslope Honda/Dirt Unlimited Honda CR500, turning in a 2:33:07. A little over a minute back was Marvin Kay on another CR500 for second Open Amateur, and 30 seconds later John Miller (Hon) took the Senior Expert win on a 250.

Open Novice winner Steve Garrison (Mai) had a good day finishing eighth overall, as did top 200cc Novice Chris Spurlock (Kaw), who beat 200 Amateur winner Don Behling (Hon) by 19 seconds. 250cc Amateurs Keith Miller (Hon) and Jim Stott (KTM) had a good battle going with Miller taking the win by 43 seconds.

Mini racers followed Brookie Jeffery (Kaw) around in their early morning race. Jeffery has been dominating in the Mini Amateur class this season and this race was no exception, although Kris Tower (Kaw) was less than a minute back. Mini Beginner racing saw Byron May (Hon) squeeze by Brandon Beggs (Yam) to take the win with an 11 second margin.

Results

200 EX: 1. Curt Koenne (Hon); 2. Gary Tuffin (Hon); 3. Dwain Chase (KTM).
250 EX: 1. John Imbriale (Hon); 2. Jeff Darland (Hon); 3. Mike Powers (Hon).
OPEN EX: 1. Gary Dircks (Hon); 2. Glenn Dawson (Hon); 3. Paul Bennett (M-S).
SR EX: 1. John Miller (Hon); 2. Rob Beggs (KTM); 3. Stan Foster (KTM).
200 AM: 1. Don Behling (Hon); 2. Chris Strang (Hon): 3. John Soza (KTM).
250 AM: 1. Keith Miller (Hon); 2. Jim Stott (KTM); 3. Ron Pontius (Hon).
OPEN AM: 1. Rob Johnston (Hon); 2. Marvin Kay (Hon); 3. David Finney (Hon).
SR AM: 1. Gawin Horrocks (Hon); 2. Jerry Smith (Yam); 3. Tony Pierce (KTM).
200 NOV: 1. Chris Spurlock (Kaw); 2. Lance Uhland (Hon); 3. Todd Jordan (Cag).
250 NOV: 1. Bill Johnson (Suz); 2. Joe Johnson (Hon); 3. Dan Miles (Hus).
OPEN NOV: 1. Steve Garrison (Mai); 2. Jeff Rogers (Cag); 3. Glen Raper (Hon).
30+ SR VET: 1. Craig Cooley (Hus); 2. Dave Alexander (Hon); 3. Steve Weinstein (Hon).
38+ SR VET: 1. Joe Prosser (KTM); 2. Al Forbes (Yam); 3. Dan Carapellese (Kaw).
SR SPTSMN: 1. Mark Didway (Hon); 2. Mike Furr (Hon); 3. John Stuart (Hon).
200 BEG: 1. Stuart Hamer (Hon); 2. Scott Core (Kaw); 3. Thomas Eatman (Kaw).
250 BEG: 1. Mark Harrison (Kaw); 2. James Grandstaff (Hus); 3. John Peckhardt (Hon).
OPEN BEG: 1. Dave Jablonsky (Hon); 2. Frank Kilogan (Hon); 3. Doug Christenson (Mai).
OTHG: 1. Bryon Farnsworth (Kaw); 2. Robert Riggle (C-A); 3. Mack Garrison (Hus).
DINO VINT: 1. Mike Wadding (Yam); 2. Tom Rowland (Hon); 3. Wally Kohler (Hus).
MINI AM: 1. Brookie Jeffrey (Kaw); 2. Kris Tower (Kaw); 3. Jeff Newcomb (Kaw).
MINI NOV: 1. Jack Massey (Yam)p; 2. Destry Abbott (Yam); 3. Judd Denney (Hon).
MINI BEG: 1. Byron May (Hon); 2. Brandon Beggs (Yam); 3. Jason Belisle (Hon).
MINI 60: 1. Micah Larson (Hon); 2. Tony French (Hon); 3. Mike Shivers (Kaw).
DINO CLASSIC: 1. Scott Stutz (KTM); 2. Vince Thomas (Hon); 3. Rick Alexander (Hus).
MINI CLASSIC: 1. Robert Cole (Hon); 2. Jamie Avernheimer (Suz).
SIDEHACK EX: 1. C. Stewart/B. Williams (Yam); 2. M. Curtis/T. Redondo (EML).

Lambert returns to double wins in Kansas

By Brad & Sharon Jones

HEPLER, KS, SEPT. 1

In round two of the Hepler Anniversary Series, John Lambert put in a brilliant day of racing after coming back from a five-week layoff due to some broken ribs to win both 250cc Expert motos.

Lambert took the holeshot in moto one with brother Jack Lambert and Steve Forkner trailing close behind. The threesome pulled away from the rest of the action as Stan Emerson, Doug Fellers and Rick Kirk wrestled for fourth place. Kirk moved to fourth by the midway point, while Fellers overtook Emerson for fifth by the end of the moto. John Lambert won handily while Jack Lambert and Forkner finished out second and third.

In moto two, John Lambert again rounded turn one in first with Rick Kirk gating much better, this time in second. Kirk wanted the lead badly and started bumping John Lambert. Lambert retaliated and later said, "Kirk tried to stuff me in the corners and ran me off the track, so I centerpunched him! If he wants to play dirty, I can play dirty, too."

With Kirk out of the race, John Lambert was out front and sailing. A flat front tire slowed Lambert's pace, allowing Doug Fellers a chance to challenge for the lead. Fellers made a few mistakes, however, and John Lambert cruised in for the win. Behind Fellers, Emerson and Jack Lambert were putting on a furious race for third. Jack Lambert passed Emerson once, but Emerson muscled past on the next straight to finish third.

Action in the 125cc Expert class proved to be another John Lambert runaway. He took the holeshot in the first moto, pulling away slightly from brother Jack. Steve Forkner hounded Jack Lambert almost all the way to the finish. In moto two, Jack Lambert took the holeshot and looked serious about taking the overall win, but a rear flat tire slowed down his pace, allowing brother John Lambert to take over the lead for a four-moto sweep. Jack Lambert again held off the hard charges of Forkner for second.

Wayne Jorgenson had a perfect day by taking both motos in the Over 30 class. Larry Perkins followed Jorgenson in for second but the real action was watching Richard Basinger try to reel in the front runners after he mistakenly turned his gas off at the starting line. In moto two, Jorgenson was out front again, while Perkins and Basinger went after second place. Basinger passed Perkins on the third lap and pushed hard to catch up with Jorgenson. Basinger bailed off hard in the front whoops and called it a day.

Former Pro racer Shannon Niday came out of retirement for a day of fun in the 125cc Intermediate class. In the first moto, James Williams got the holeshot, but Niday squeezed by in a bowl turn for the lead. Williams tailed Niday for three laps and repassed Niday for the win. In round two, Williams got the holeshot again but Niday blasted by on the second lap to take the win and the overall.

One of the tightest races of the day took place in the 250cc Intermediate class. Matt Murray took the holeshot in moto one, but Paul Merrifield slipped past on the second lap to take the win. In the second go around, Murray got the holeshot again, but this time Jerry Lormis was on the gas and got by for first. Murray held onto second while Merrifield ended up third, creating a three-way tie for first. Lormis took away the first place gold, while Murray ended up second.

Results

80 BEG: 1. Chris Gragg (Kaw); 2. Jeremy Malloy (Yam); 3. Tracy Harman (Hon).
80 JR: 1. Mark Rausch (Yam).
80 SR: 1. Brent Peterson (Kaw).
PEE WEE: 1. Robbie Skaggs (Yam).
MINI MINI: 1. Mark Rausch (Kaw); 2. Bobby Jensen (Yam); 3. Robbie Skaggs (Kaw).
105 EX: 1. Brent Peterson (Kaw).
125 NOV: 1. Jason Jarrett (Kaw); 2. Doug Gray (KTM); 3. Russ Cain (Kaw).
125 INT: 1. Shannon Niday (Yam); 2. James Williams (Kaw); 3. Steve Brack (Kaw).
125 EX: 1. John Lambert (Yam); 2. Jack Lambert (Yam); 3. Steve Forkner (Suz).
125 BEG: 1. Gary Vernon (Hon); 2. Ron Wagner (Suz); 3. Travis McCorkle (Suz).
250 BEG: 1. Mark Guimend (Yam); 2. David England (Hon); 3. Brian Tally (Suz).
250 NOV: 1. David Zornes (Hon); 2. Mike Moore (Kaw); 3. Jeff Monson (Hon).
250 INT: 1. Jerry Lormis (Hon); 2. Matt Murray (Kaw); 3. Paul Merrifield (Yam).
OVER 30: 1. Wayne Jorgenson (Kaw); 2. Larry Perkins (KTM); 3. Richard Basinger (Kaw).
250 EX: 1. John Lambert (Yam); 2. Jack Lambert (Yam); 3. Doug Fellers (Kaw).
OPEN EX: 1. Doug Fellers (Kaw); 2. Brad Jones (Hon); 3. Stan Emerson (Hon).

Rose continues dominance in Colorado

By Larry Johnson

LAKEWOOD, CO, SEPT. 1-2

Robert Rose (Kaw) has won nearly every moto and overall he has raced this year in the 80cc Expert class, and today was no exception as he came from behind to win each outing.

Moto one was a cakewalk for Rose. Although he gated midpack, he had the lead by the end of lap one. He then left the pack for an easy win ahead of Andy Atkins (Yam) and Derek Mize (Kaw).

Rose again gated poorly in round two, but as he dropped off the jump heading for turn two, he was flying. He blasted into the turn on the ragged edge, but Atkins was right in front, also diving for the berm. Atkins overshot it and came to a halt straddling the berm, and Rose slammed into him taking them both out. While they gathered themselves, the troops were gone with Jared Ramsour (Kaw) in the lead. Rose remounted next to last with only Atkins behind. For 15 minutes, Rose made a mad scramble to get to the front with Atkins in tow, finally overcoming what appeared to be an insurmountable lead by Ramsour, and going on to win. Atkins reached third but could not catch Ramsour.

Dave Newell (Kaw) kept up his torrid pace in the Open Pros with two convincing victories. In moto one, he led from flag to flag, while Terry Kyle (Yam) spent the whole 30 minutes working up from the rear. Kyle's charge led to a last-lap dice with Bob Hanrahan (Hon) for second. They swapped places during a bar-banging final circuit with Kyle eventually taking the position for good just before the finish line. Newell tried to make things interesting in round two by crashing on lap one after taking the lead out of the gate. He spent three laps chasing Kyle, then cruised on by for another easy win over Kyle and Hanrahan.

Jim Mitchell (Hon) continues to be the hottest rider in the second half of the season. He had no competition in either moto of the 250cc Pros. In the 125cc Pros, Mitchell put together a 1-2 tally to top Stacey Cook's (Kaw) 3-1 score and Mark Flesia's (Kaw) 2-3 outings.

Results

60 NOV: 1. Rory Lanning (Kaw); 2. Rick Applebaum (Kaw).
60 AM: 1. Jake Davis (Kaw); 2. Alex Neir (Kaw).
80 NOV: 1. Chris Edwards (Yam); 2. Ryan Echer (Yam); 3. Jim Agnew (Kaw).
80 AM: 1. Brendon Johnson (Yam); 2. Chris McCrea (Yam); 3. Jeremy Middaugh (Kaw).
80 EX: 1. Robert Rose (Kaw); 2. Andy Atkins (Yam); 3. Derek Mize (Kaw).
125 NOV: 1. John Hovde (Kaw); 2. Sean Ward (Kaw); 3. Ray Wooden (Yam).
125 AM: 1. Robert Rose (Kaw); 2. Bill Mitchell (Kaw); 3. Justin Carver (Hon).
125 PRO: 1. Jim Mitchell (Hon); 2. Stacey Cook (Kaw); 3. Mark Flesia (Kaw).
250 NOV: 1. Mark Naugle (Kaw); 2. Dan Parker (Yam); 3. Ken Hahn (Hon).
250 AM: 1. Brent Kraemer (Suz); 2. Keith Cerjan (Kaw); 3. Kurt Eichacker (Hon).
250 PRO: 1. Jim Mitchell (Hon); 2. Albert Firestine (Yam); 3. Terry Kyle (Yam).
OPEN NOV: 1. James Blissett (Hon); 2. Ron Kent (Hon); 3. Tim Redfern (Hon).
OPEN AM: 1. Brian Davis (Hus); 2. Lee Houchin (Hon); 3. Robert Coutts (KTM).
OPEN PRO: 1. Dave Newell (Kaw); 2. Terry Kyle (Yam); 3. Bob Hanrahan (Hon).
VET NOV: 1. Drew Maranville (Kaw); 2. Greg Masters (Kaw); 3. Don Siegfreid (Kaw).
VET AM: 1. Greg Webb (KTM); 2. Graeme Perriton (Hon); 3. Ben Slater (Suz).
VET EX: 1. Dan Greenwood (Yam); 2. Mark Poindexter (Yam); 3. Monty Kyle (Yam).

PHOTO BY KATHY HERNDON

Dr. J. Rosen was fifth in his class at the Gullywhomper Enduro.

SR NOV: 1. James Yehl (KTM); 2. George Chapman (Hon).
SR AM: 1. David Rockwell (Hon).
SR EX: 1. Vic Barlish (Yam).

Dunfee, Semar champs at Texas Supercross

By Joe Milian

SAN ANTONIO, TX,
AUG. 31-SEPT. 1

Ron Dunfee scored the overall victory in the 250cc Expert class at the Texas State Supercross Grand National Final at Good Times Motorsports Park. Dunfee also finished second overall in the 125cc Expert ranks behind Alley Semar. The event was a two-day affair, and points for the overall were accumulated over a four-moto format.

Danny Storbeck swept Saturday night's 250cc Expert show as Dunfee kept close quarters to take second. Storbeck didn't show for Sunday's round, leaving Dunfee to battle with Jaime Killion for first. Killion took some excursions off the track, allowing Dunfee to take the win with some breathing room. Killion ended up second overall for the weekend, and Jack Horner claimed third overall.

Saturday night's 125cc Expert action provided a showcase for Dale Storbeck, Danny's younger cousin. He, along with Dunfee and Alley Semar, kept the spectators' interest at a peak level all night. Occasionally, Killion and Todd Hargroder put in appearances at the head of the pack.

On Sunday over the course of the final two 125cc Expert heats, Mark Gerloff and Scott Chessar took wins, forcing Dunfee into a come-from-behind mode following Semar and Dale Storbeck. Going into the fourth and final moto, the money was up for grabs among Dunfee, Semar and Dale Storbeck. Off the line, Dunfee took the lead, but a daring mid-air pass put Semar and his Kawasaki into the front position to stay on lap four. Dunfee was hard-pressed to hold off Storbeck for the runner-up spot as Semar pulled away from both. At the flag, it was Semar, Dunfee and Storbeck, and that's the way they lined up at the pay window.

A clutch of racers lined up for the final heat of the 250cc Intermediate class, all within one point of first place overall. Midway through the moto, leader Eddie Gillette went down and out with a broken arm, halting the action. Donald Krock grabbed the holeshot on the restart but faltered on the second lap, leaving Norm Meadows and Spurgeon Chapa to vie for top honors. After exchanging the lead a few times, Meadows managed to defeat Chapa at the wire for the win.

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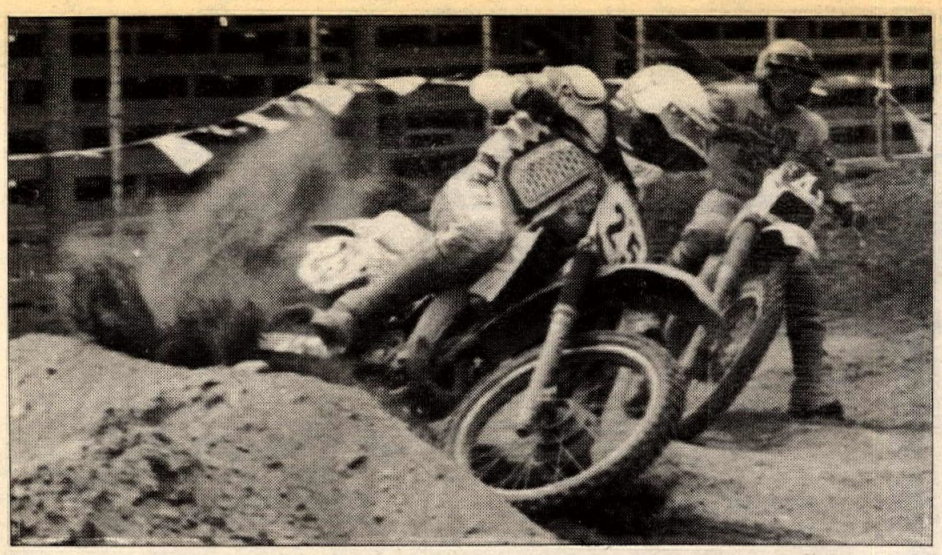

PHOTO BY SHERYL GAULT

Ron Dunfee took the 250cc Expert win at the Texas Supercross Final and was also the runner-up in the 125cc Experts.

National champion Colin Edwards took his green machine to top positions in three Mini division motos, winning the Mini Minis and Mini Juniors and placing second in Mini Stock. Tim Hodes ran into some problems along the way but still managed to sweep the Mini Seniors ahead of Steve Hester and Courtney Walker. Ross Dhayer piloted his Yamaha to third in the Mini Juniors behind John Schutz.

Results

MICRO MINI: 1. Clint Latham (Yam); 2. Spencer Trainer (Yam); 3. Brant Dickerson (Yam).
MINI MINI: 1. Colin Edwards (Kaw); 2. Ross Dhayer (Kaw); 3. Rowdy Flanagan (Kaw).
MINI BEG: 1. Travis Mishler (Kaw); 2. Ronnie Holloway (Hon); 3. Toby Vasquez (Kaw).
MINI STK: 1. Steve Hester (Kaw); 2. Colin Edwards (Kaw); 3. Blake Trainer (Kaw).
MINI JR: 1. Colin Edwards (Kaw); 2. John Schutz (Hon); 3. Ross Dhayer (Yam).
MINI SR: 1. Tim Hodes (Kaw); 2. Steve Hester (Kaw); 3. Courtney Walker (Kaw).
125 BEG: 1. Mike Mitchell (Kaw); 2. Alan Holfinger (Yam); 3. Ronny Fowler (Suz).
250 BEG: 1. Paul Vanle (Yam); 2. Eric Hoy (Suz); 3. Tony Galan (Hon).
125 NOV: 1. Jason Aicher (Kaw); 2. Ralph Garay (Hon); 3. Steve Bridges (Kaw).
250 NOV: 1. Chris McNeil (Kaw); 2. Steve Hester (Hon); 3. Arthur Serrano (Hon).
125 STK: 1. Bert Raglin (Hon); 2. David Campbell (Yam); 3. Scott Renick (Kaw).
250 STK: 1. Spurgeon Chapa (Kaw); 2. Kirk Rysdam (Hon); 3. Miller B. Walke (Hon).
125 INT: 1. David Savoie (Kaw); 2. David Campbell (Yam); 3. Bert Raglin (Hon).
250 INT: 1. Norm Meadows (Hon); 2. Spurgeon Chapa (Kaw); 3. Donald Krock (Kaw).
OPEN INT: 1. Keith Burnight (Yam); 2. Ronnie Taylor (Hon); 3. Jimmy Kollman (Yam).
OVER 30: 1. Tim McCaskill (Yam); 2. Michael Light (Hon); 3. Wesley Varn (Hon).
VET: 1. Tom Vickers (Kaw); 2. Smokey Joe (Yam); 3. Lloyd Longmire (Hon).
125 EX: 1. Alley Semar (Kaw); 2. Ron Dunfee (Hon); 3. Dale Storbeck (Kaw).
250 EX: 1. Ron Dunfee (Hon); 2. Jaime Killion (Suz); 3. Jack Horner (Hon).

Key clobbers Hills Ferry

By W.H. Spencer

NEWMAN, CA, AUG. 31-SEPT. 1

It was the annual Labor Day weekend short track fest on the quarter-mile dirt oval at Hills Ferry Raceway with Mark Key doubling in the 250cc Expert class each night on the Olympic Tune-Up Yamaha. Saturday night saw Craig Howard win his first Open Expert show riding for Delano Honda-Yamaha, and Brian McDowell the wire-to-wire winner Sunday night on the Bob's Auto Body Rotax.

Key, known far and wide as one of the better starters, kept up the right outlook winning both 250cc Expert shows. Tom Carriger and the Salinas Valley Plumbing/Alma Transport special worked hard for second over Rob Damron's Damart/Bud Martin Special. On Sunday night, it was Damron second and it appears that Carriger will put a wrap on the number-one black plate.

Craig Howard started out in front of the 500cc Expert show ahead of Brian McDowell, who was chased by two heavy hitters, Key and Mike Inderbitzen. Howard was never headed in his first Expert win here and he saluted the crowd properly. On Sunday night, it took three starts to get the ragged group on green. McDowell and the Woods-Rotax were gone with a big lead at the end while Key stayed close early on and was closely chased by Bobby McDowell at the checkered flag.

Jake Zemke topped the 60cc class on a KX over Martin Montes under a Saturday night full moon. Scott Bricker topped Dirty Ernie Martin in the 80cc class with Zemke third overall. Young Zemke would repeat in both classes on Sunday night for the biggest of wins for the weekend.

Kris Kiser topped the field Saturday night in 125cc competition, but most of them disappeared for Sunday night leaving Scott Chappell tops for the big trophies. Jimmy Long handled the 250cc Novice chores Saturday night with a battle amongst Dave Mosier, Johnny McGill and Steve Rasmussen. It was pretty much the same on Sunday night, although Mosier destroyed his engine, as Long doubled on his Yamaha.

Dion Clardy had the 250cc Junior win Saturday night on his old Honda with Joey Gresham holding off Todd Bridges, but Sunday night was a different set of circumstances. Ricky Smith topped Jamie Aguilar on the Knight-framed special after much bashing and restarts. Woodie Rogers took third.

Randy Gonzales should have won an easy 500cc Novice trophy on Saturday night, but gave it away and then had to chase Curtis Acosta home for yet another second on Sunday night. Woody Rogers doubled in the 500cc Junior category and is only a point or so away from an Expert ranking. Stan Morris returned to the racing scene for second over Robert Bacosa on the Alma Transport/SK Cycle-tuned Yamaha. Ken Cypriano got off with the troops on Sunday night for a second with Bacosa once again third.

Visser cashes in at Emmett SX

By Marty Gregory and Leroy Smith

EMMETT, ID, AUG. 31-SEPT. 1

Canadian flash Steve Visser (Hon) ventured south to Idaho for his Labor Day vacation this year and went home some $1300 richer after bagging three out of four 125 and 250cc Pro overalls at the Hi-Point Supercross races. Visser held off Joe Wright (Hon) both days to grab top gold in the hotly-contested 250cc motos, and swapped the Saturday/Sunday 125cc overall crowns with local phenomenon Corey Barton (Kaw). Joe Wright and Larry Jackson (Hon) split wins in the Open Pro events.

Drawing quality riders from throughout the Northwest and Canada with the lure of $2400 guaranteed, the Hi-Point-sponsored event paid out over $4000 in all to the fast and the bold. On a track built inside the horse course at the Emmett Fairgrounds, over 200 Amateurs and Pros showed their stuff to ooo-ing and ahhh-ing crowds during the two-day bash.

Visser showed style and speed on the jump-strewn supercross circuit despite constant pressure from Wright in the 250cc class and Corey Barton in the 125s. One of Visser's main problems-to-be, Mark Hall (Yam), turned his front wheel into silly putty upon landing from one of the jumps. Unable to get a replacement quick enough, Hall's weekend came to an abrupt end in Saturday's first 250cc Pro moto.

Another Hall, 125cc Pro Eric Hall, diced with Visser and Barton both days. Hall, fresh from a fine showing on his hometown Washougal track in last weekend's National MX, was third on the 125s both days, third 250 on Saturday, but was moved out of the chips in Sunday's 250 test by the out-of-retirement Mark Olberding (Suz).

Hi-Point-sponsored Joe Wright ably demonstrated his abilities in the Open class by getting the better of Larry "Action" Jackson on Sunday. In the overall Open Pro tally, it was Wright (Hon), Jim Lyngar (Yam) and Jackson (Hon) for Sunday's dramatic conclusion.

Ponca City winner Lowell Thomson brought his Team Kawasaki 80 to contest the Mini Expert division. Thomson bested American Honda-sponsored Rick Simmet and hot local rider Jerry Thompson (Hon) on Saturday, but fell to Simmet's Sunday charge as the Spokane-based Mini star took that day's overall win.

At the other end of the age spectrum, "Blazin'" Bob Krah did it to 'em in the Vets cash races on both days. Krah (Kaw) went 1-1 and 1-1 to demonstrate his dominance over the field with Ken Bailey and Bob Davis winding-up second and third respectively both days. The Vet trophy class saw L&M's big Mike Anderson (Kaw) snare the overall on Saturday but get displaced by Carl's Cycles Rick Davey (Kaw) on Sunday after Anderson took a handlebar in the belly in mid-tank slapper over the whoops.

Results

SATURDAY
MICRO: 1. Damon Dennett; 2. Greg Yearsley.
MINI B: 1. Bryan Stoele; 2. Justin Dennett; 3. Shane Meredith.
WOMEN: 1. Sherrie Chandler.
125 B: 1. John Kipper Jr.; 2. Brandon Offord; 3. Rich Hokanson.
250 B: 1. Delmer Slate; 2. Rob Dennett; 3. Mike Sawyer.
OPEN B: 1. Mike Anderson; 2. Joe Angelo; 3. Kevin Wright.
VET TROPHY: 1. Mike Anderson; 2. Monte Dennett; 3. Hank Mounter.
MINI EX: 1. Lowell Thompson; 2. Rick Simmet; 3. Jerry Thompson.
125 PRO: 1. Steve Visser; 2. Corey Barton; 3. Eric Hall.
250 PRO: 1. Steve Visser; 2. Joe Wright; 3. Eric Hall.
OPEN PRO: 1. Larry Jackson; 2. Bob Davis; 3. Joe Wright.
VET CASH: 1. Bob Krah; 2. Ken Bailey; 3. Bob Davis.
MINI INT: 1. Lance Rudge; 2. James Cyr; 3. Robert Hayball.
125 INT: 1. Lowell Thomson; 2. Jon Calhoun; 3. Mike Harris.
250 INT: 1. Scott Reiman; 2. Dennis Fitch; 3. Dave Stevens.
OPEN INT: 1. Kerry Carlock; 2. Bill Kaiser; 3. Rick Meredith.
SUNDAY
MICRO: 1. Damon Dennett; 2. Greg Yearsley.
WOMEN: 1. Ann Frisk; 2. Sherrie Chandler.
MINI B: 1. Shane Meredith; 2. Dana Nicholls; 3. Will Kipper.
125 B: 1. John Kipper Jr.; 2. Shaun Woods; 3. Brandon Offord.
250 B: 1. Rick Putzier; 2. Rob Dennett; 3. Scott Kaskel.
OPEN B: 1. Joe Angelo; 2. Grant Yearsley; 3. Mike Anderson.
VET TROPHY: 1. Rick Davey; 2. Mike Anderson; 3. Monte Dennett.
MINI INT: 1. Lance Rudge; 2. Brian Steele; 3. Robert Hayball.
125 INT: 1. Lowell Thomson; 2. Mike Harris; 3. Mike Sudweeks.
250n INT: 1. Scott Reiman; 2. Ed Drexler; 3. Dave Stevens.
OPEN INT: 1. Rick Meredith; 2. Bill Kaiser; 3. Kerry Carlock.
MINI EX: 1. Rick Simmet; 2. Lowell Thomson.
125 PRO: 1. Corey Barton; 2. Steve Visser; 3. Eric Hall.
250 PRO: 1. Steve Visser; 2. Joe Wright; 3. Mark Olberding.
OPEN PRO: 1. Joe Wright; 2. Jim Lyngar; 3. Larry Jackson.
VET CASH: 1. Bob Krah; 2. Ken Bailey; 3. Bob Davis.

Aseltine, Strong storm Hannegan Championship

By Clay Light

BELLINGHAM, WA, AUG. 31

Canadian racer Steve Aseltine returned to the northwest after a successful AMA Amateur flat track tour and came away with a win in the 250cc Pro main event at Hannegan Speedway. Also joining Aseltine in the winner's circle was Kirk Strong.

Strong controlled the season from start to finish, winning the AMA District 27 titles in the 250cc and Open classes in quarter-mile semi-Pro action. Strong proved that consistency pays and has won more than anyone else in recent years. Tonight, Strong was to be denied a trophy dash win in both classes. National number 78 Don Wilson (C-A) won the three-lap dash over Strong and Oregon's Ryan Fisher. In the 250s, it was Aseltine beating Juniors Randy Roose (Yam), Steve Pruczinski (Yam) and Al Eschwig (Hon).

In the 250cc B class, it was Todd Derringer (Yam), coming back after missing a few races to win the main event over rival Steve McCauley (Yam) and Troy Wiebe. Wiebe took the flag on a 100cc Kawasaki, which just moments earlier had topped the 125cc B main as well over Honda rider J.P. Simonson and Katie Burlingame (Kaw).

John Engelecke (Hon) enjoyed success in the Open B main event after gunning down hopefuls Chuck Chapman and Yamaha rider Bill Fogg. Chapman and Fogg filled the second and third positions ahead of a shootout in midpack between Novice Johnny Lira (Kaw), Oregon Amateur Rex Fisher (H-D) and Murray Newman (Rtx). Lira took the fourth place spot, which didn't overjoy the Kawasaki pilot, who had enjoyed semi-dominance of the class along with winner Engelecke this season.

The Professional classes were the best races in the program as well as being two of the best mains all year at Hannegan. Aseltine pushed to the head of the class on his Yamaha waterpumper while being chased by nemesis Roose, Pruszinski and Eschwig. The four proved that they are some of the fastest 250 riders in the area and took the first four money spots at the completion, followed by a horde of fast Amateurs led by Yamaha riders Joe Chapman and Terry Kertis. Both are just a step away from the AMA Pro ranks.

Strong had the Open Pro class title in the bag, but decided to end the season the same way he started it. Strong was hounded by a much-improved Wilson, who, like Strong, had a successful year in AMA Professional racing in Oregon and Washington. Locals Brian McGonigan (Rtx) and Roose (H-D) followed the duo. The race could have gone any way between Strong, Wilson and McGonigal, while Roose, winner of

the Oregon and South Dakota Regionals, settled into fourth to make up an incredible battle between many of the fastest riders on the coast. Eschwig, Fisher, Novice Don Paul (Hon) and Jeffrey Seldon (Hon) made up an impressive line-up in a top-10 shuffle that was joined in by another former National number holder, Darrell Hendrickson (Hon). In the end, the race went Strong's way with Wilson, Roose, Eschwig, and McGonigal in the top five. Ryan Fisher took sixth ahead of Aseltine who had his share of bad luck.

Results

OPEN PRO: 1. Kirk Strong (Hon); 2. Don Wilson (C-A); 3. Randy Roose (H-D).
250 PRO: 1. Steve Aseltine (Yam); 2. Chuck Chapman (Yam); 3. Bill Fogg (Yam).
250 B: 1. Todd Derringer (Yam); 2. Steve McCauley (Yam); 3. Troy Wiebe (Kaw).
OVER 30: 1. Squire Tomasie (Hon); 2. Mike Budschadt (Tri); 3. John Engelecke (Hon).
60 A: 1. Brandon Bradshaw (Kaw); 2. Ole Madson (Kaw).
60 B: 1. Ryan Barclay; 2. Kyle Tenkley; 3. James Faulkner.
125 B: 1. Troy Wiebe (Kaw); 2. J.P. Simonson (Hon); 3. Katie Burlingame (Kaw).
125 A: 1. Shawn Vennebles (Yam).
80 A: 1. Shane Budschard; 2. J.P. Simonson.
80 B: 1. Ole Madson (Kaw).

Gray, Oliver victorious at Sears Point

By Roger Smith

SONOMA, CA, AUG. 18

Rich Oliver and Scott Gray, two of the fastest AFM north riders, have never met this season on the same track. But today at Sears Point, it seemed the fans would get a chance to see the two local AMA Pros go head-to-head on their home track.

Oliver showed he was in good form in the Open Superstreet race. He and local Amateur champion Denny Doherty disagreed briefly over just where the pole position was, but once the flag dropped, there was no dispute. Oliver shot into the lead on the brilliant yellow Kosman Kawasaki and was never threatened. Doherty, on his Hannan Machine/Motors West Kawasaki, was threatened briefly by Ron Weiland on yet another Kawasaki, but he went on for an easy second place finish. Weiland was third.

Gray spent the morning sorting out the suspension on a Boxer-framed ZL Kawasaki provided by Eurocycle. The motor was in Formula trim, so the only chance to meet Oliver on the track was the Open GP race. But it was not to be. While Oliver was ticking off 1:45 laps in the Superstreet race, the Kosman motor had developed an oil leak and they were unable to get it repaired in time for the GP race. When the green flag dropped on the GP race, Doherty took the lead, followed by Ed Woo on a TZ750. Gray got off to a slow start from back in the second row but quickly joined the front-runners and at the end of the the first lap, he had moved to first place. He then ran off and left Doherty and his 13-year-old Kawasaki in a race-long battle with Woo, on a Yamaha that was nearly as old. Woo tried repeatedly to pass, but was unable to hold a lead for more than a few yards. Gray won by several seconds as Doherty held on to second and Woo finished third. The two veteran machines proved that old isn't necessarily slow since Woo finished several seconds in front of the fourth place rider.

The Formula Singles race has been a tightly-fought battle all season and continues to be so. Kurt Sager won the holeshot, but when the pack came around, there were four bikes fighting for the lead. James Lerer got the front wheel of his Yamaha across the line first, but he was surrounded by Sager, Mike Johnson and the current class leader, Novice Jim Jepsen. The four sorted themselves out into a freight train of Lerer, Johnson, Jepsen and Sager. The order held for half the race, then Jepsen succumbed to Sager's superior horsepower. At the same time, Johnson made his move on Lerer. Jepsen fell off the pace, as Lerer and Johnson raced wheel-to-wheel. Johnson gained a few feet on Lerer each lap and on the last circuit, when Lerer attempted to pass Johnson in turn 10, Lerer crashed, spraying dirt, debris and motorcycle parts on the track and bringing out the red flag. Lerer was uninjured, and since he was in second on the last lap completed, he was awarded the second place trophy. Johnson took the win, Sager was third.

Results

OPEN GP: 1. Scott Gray (Kaw); 2. Denny Doherty (Kaw); 3. Ed Woo (Yam).
F-1: 1. Vince Costa (Kaw); 2. Chris Mast (Yam); 3. Todd Hutchings (Hon).
F-2: 1. Mark Smith (Yam); 2. Tom Chew (Yam); 3. Dave Avery (Yam).
F-4: 1. Allan Scott (Yam); 2. Terry Yarger (Yam); 3. Chris Hughs (Hon).
F-S: 1. Mike Johnson (Suz); 2. James Lerer (Yam); 3. Kurt Sager (Yam).
F-T 750: 1. Steve Wickland (Hon); 2. Erick Swortzfigure (Nor); 3. Mark Wisendanger (Nor).
F-T OPEN: 1. Bud Riddle (Yam); 2. Paul Vogle (H-D); 3. Richard Key (BMW).
OPEN SS: 1. Rich Oliver (Kaw); 2. Denny Doherty (Kaw); 3. Ron Weiland (Kaw).
750 SS: 1. Vince Costa (Kaw); 2. Gray Rieger (Kaw); 3. Todd Hutchings (Hon).
600 SS: 1. Tom Aguino (Yam); 2. Kurt Sager (Yam); 3. Nik Stevens (Kaw).
450 SS: 1. Paul Van Zuyle (Yam); 2. Tom Chew (Yam); 3. Jon Hill (Yam).
OPEN MOD PROD: 1. Craig Seher (Kaw); 2. Mike Johnson (Yam); 3. Milo Goldseger (Yam).
750 MOD PROD: 1. Marshall Palmer (Kaw); 2. Par Ryan (Suz); 3. Guy Outland (Kaw).
600 MOD PROD: 1. Jim Jepsen (Yam); 2. Tom Aguino (Yam); 3. Robert Sells (Suz).
450 MOD PROD: 1. Ken Evan (Yam); 2. Steve Wickland (Hon); 3. Jeff Hatfield (Yam).
250 MOD PROD: 1. Greg Overman (C-A); 2. Dave Muller (C-A); 3. Mark Hansen (C-A).
OPEN STK PROD: 1. Scott Gray (Yam); 2. Rick Liukkonen (Yam); 3. Craig Seher (Kaw).
750 STK PROD: 1. Rich Oliver (Yam); 2. Marshall Palmer (Kaw); 3. Shawn Leopold (Yam).
600 STK PROD: 1. Jim Jepson (Yam); 2. Tom Aguino (Yam); 3. Robert Sells (Suz).
450 STK PROD: 1. Jeff Hatfield (Yam); 2. Ray Carson (Yam); 3. Tom Beisheim (Yam).
YAM RZ SERIES: 1. Paul Van Zuyle (Yam); 2. Jon Hill (Yam); 3. Larry Dunnogen (Yam).
OVER 40: 1. Art Chambers (Duc); 2. Bud Riddle (Yam); 3. Charles Logan (Kaw).
VINTAGE: 1. Dave Walden (Tri); 2. Dave Troetschler (Duc); 3. Mike Green (Duc).

Smith scores win at Sacramento

By Nuklear Neukam

SACRAMENTO, CA, AUG. 16

Gary Smith scored the overall victory tonight at the stadium motocross races in the Motobowl at Sacramento Raceway Park. Cal-Expo was kicking off its two-week run, and rider turnout was strong.

Smith, aboard a 250cc Honda, battled with Honda CR125-mounted Kurt Jorgensen and big-bore Honda rider Dave Woods. Many riders tasted the turf and there were many different leaders, but in the end it was Smith with the overall with a pair of wins. Wood combined a 3-2 score for runner-up cash.

Jeff Baldwin gassed his YZ250 to the 250cc Novice win with a 1-2 tally. Baldwin, riding a 250 for only the third time after moving up from a 125, topped Honda-mounted Robert Kniesel and Kawasaki pilot Steve Palfy.

David Crowell thumped his way to victory in the Four-Stroke class while Bob Holmes held off Peter Prichard for second overall in the all-XR class.

Beau "WFO" Judge laid down the law in the 60cc class with an overall made possible by two decisive wins. Ryan Shropshire took second overall while Casey Johnson was third.

The 50cc class saw Blain Willis top Anthony Kirkley and Donovan 'Dynamo' Mitchell. ●

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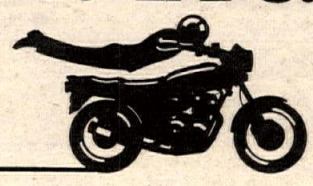

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AMA District 37 Calendar
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Sept. 29	**Dirt Diggers M.C.** Lake Isabella (213) 532-2022/(619) 378-4285	MX
Oct. 6	**Training Wheels M.C.** Fremont Valley (213) 320-0407/(213) 546-1887	Enduro
Oct. 13	**Checkers M.C.** Lucerne Valley, 3 Loops (818) 576-0930	H&H
Oct. 20	**Central Coast**	Enduro
Oct. 29	**100's M.C.** Johnson Valley limed from 6 mi. E. Lucerne & Camp Rock Rd. (714) 985-1567/(818) 335-4762	H&H

District 37 ROAD RIDING
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Oct. 6	**Shamrock Road Riders** (818) 489-1104	Poker Run
Oct. 20	**Orange County Road Riders** (714) 534-7870	Poker Run
Oct. 27	**T.R.A.C. Chapter A** (818) 336-2893	

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calendar

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NATIONAL & WORLD CHAMPIONSHIPS

1985 AMA Camel Pro Series Schedule
9/29 Sacramento, CA

1985 AMA Superbike/ Pro-Am RR C'ship Series
*10/19-20 Daytona Beach, FL

*Pro Am Event

1985 AMA National Enduro Championship Schedule
10/20 McArthur, OH
10/27 Bear, DE

1985 AMA National Hare Scrambles Series Schedule
10/13 Sugar Grove, OH

AMA/Dragbike! National C'ship Series
9/28-29* Prescott, AR
10/6-7 Fremont, CA
10/13-14 Palmdale, CA
10/21 West Palm Beach, FL
10/27-28* Atmore, AL
11/2-3 Houston, TX
11/16-17** Gainesville, FL
11/30-12/1 Phoenix, AZ

*⅛-mile track
**National C'ship Finals

National NHRA Drag Racing Championships
10/19-20 Pomona, CA

National Drag Racing Championships IDBA
10/12-13 Gulfport, MS
11/16-17 Birmingham, AL

1985 SCORE/ HDRA Off-Road Series
11/8-10 Baja 1000
12/6-8 Frontier 500

WERA/Wiseco National Endurance Series (RR)
10/5 College Station, TX (8 hr)
11/9 Braselton, GA (6 hr)

World C'ship TT Road Race Series
9/28-29 West Germany

AMA/C'ship Cup Endurance Series
9/28 Pueblo, CO
10/18 Daytona Beach, FL

Rodil Trophy Supercross Series
10/5 Spain
11/9 Los Angeles

Other Major FIM Events
9/29 Trial des Nations Canzo, Italy
9/30-10/6 ISDE La Molina, Spain

OCTOBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

NOVEMBER

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● Denotes Pro Payback

September 25

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

September 26

OREGON MOTOCROSS
Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Gates open 6 pm, racing at 8. Info 415/651-2545.

MBMC WASHINGTON MOTOCROSS
Hannegan Raceway, Bellingham, WA. Sign-ups CANCELLED pm, race 6. Info 206/734-5005.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

September 27

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

CALIFORNIA SMOOTH SCRAMBLES
PAL Racetrack, Santa Clara, CA. Gates open 5 pm, wheel pack 5:30-6:30, prac 7, race 8. R&D Ent. Info 408/449-7367.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Colleyville, TX. Gates open 5:30 pm, prac 6:30 races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

CALIFORNIA TT
Airport Raceway, northwest corner of airport, corner of Scranton and West Rd. Gates open 5 pm, prac 6-7, rce 7:30. Porterville Spinners. Info 209/781-6341.

September 28

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 then to track. 25 miles NW of Ft. Worth. Prac 6:30 pm, race 7:30. Info 817/284-1766 or 433-5587.

WASHINGTON MOTOCROSS
Thurston County ORV Park, 15 miles west of Olympia, WA. Gates open 7 am, prac 9, racing 10. Info 206/475-8695 or 565-1659.

AMA CALIFORNIA SHORT TRACK
Hills Ferry Speedway, Newman, CA. Westside Community Hospital Benefit. Gates open 3 pm, prac 4, races 6:30. Info 209/578-3108.

MONSOON WASHINGTON MOTOCROSS
Thurston County ORV Park, Olympia, WA. Final race of series. Gates open 7 am, prac 9, race 10. Info 206/565-1659 or 475-8695.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, National Orange Show Grounds, San Bernardino, CA. 18th Annual California State Championship. Gates open 6:30 pm, race 8. Info 818/446-0969 or 714/884-4092.

September 28-29

CALIFORNIA TRANS-CAL SERIES
Sandhill Ranch, Brentwood, CA. 3rd race of 7 race series. Info 714/261-6116.

AMA/D-37 DESERT CLEAN-UP
Lucerne Valley at Andrson Dry Lake limed from Y Cafe. Clean up Sat. 8pm-4pm, race Sun. 9am-2pm. Info 619/724-9258.

USRA UTAH MOTOCROSS
Moab, UT. Gates open 6 am, prac 8, race 9. Info 801/259-7739 or 259-8941.

AMA COLORADO ENDURANCE ROAD RACE
Pueblo Int'l Raceway, Pueblo, CO. Six hour. Reg. and prac Sat, race Sun. Info 704/684-4297.

CMMC CALIFORNIA MOTOCROSS
Barona Oaks Raceway, Ramona, CA. First Annual Mini National. No bikes larger than 125cc, no riders over 21. Info 619/565-2406.

September 29

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

ARIZONA CANYON MX
Canyon Raceway, Phoenix, AZ. Info 602/934-5027 or 583-0575 (Tom).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex race 1 pm. Info 712/756-4114 or 273-2336.

TEXAS MOSIER MX
Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond, CA. 600cc Superbike only. Gates open 8 am. ARRA/NASCAR. Info 805/966-5700.

CALIFORNIA WOMEN'S MX NAT'LS
Sunrise Cycle Park, Adelanto, CA. Gates open 6 am, prac 8, race 9. Info 818/798-6118.

CALIFORNIA POKER RUN
Sign-in at Vista M/C Tire and Wheel. 115-G, Santa Fe Ave., Vista, CA. Sign-in 8-10am. AMA/D-37. Info 619/724-9258.

OREGON ROAD RACE
Oregon M/C Road Racing Assoc. Info 503/649-0180.

WASHINGTON MOTOCROSS
Washougal Nat'l Track, Washougal, WA. Gates open 7 am, prac 8:30, race 10. AMA. Info 206/892-5441.

BRA CHAMPIONSHIP MOTOCROSS
Location to be announced. Gates open 9 am, prac 10, race 11. Info 602/923-1040.

CRC CALIFORNIA MOTOCROSS
Los Angeles Raceway I-15 north to Hwy 138 thru Pearblossom and Littlerock. Right turn on Ave. T to track, 1 mile. Gates and sign-in 7 am, prac 8, race 9:30. Info 313/830-7519.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Info 415/634-3328 or 634-9596.

CMC CALIFORNIA MOTOCROSS
Redding, CA. Gates open 6:30 am, prac 8, race 9. Info 916/223-5600 or 714/539-7040.

SRA CALIFORNIA GP
Carlsbad Raceway, Carlsbad CA. ATV/Ody prac am, race am. 0-200 Sen-Vets prac pm, race pm. Info 714/828-1358.

CALIFORNIA STREET ENDURO
Castaic Lake, CA. I-5 to Lake Hughes Rd., ¼ mile east to Castaic Recreation Ctr. Start time 9 am. C.M.R. Info 213/372-8175.

CALIFORNIA MOTOCROSS
Lake Isabella, CA. Sign up 7 am, prac 8 race 9. AMA D-37/Dirt Diggers M/C. Info 619/378-4285 or 213/532-2022.

CALIFORNIA D-36 HARE SCRAMBLES
Fieldbrook, CA, approx 12 miles north of Eureka. Sign up starts 7:30 am, races start 10. Far West M/C. Info 707/668-5554.

SQUISHER RACING WASHINGTON MX
Horn Rapids ORV Park, Richland, WA. Gates open 7 am, prac 9, races 10:30. Info 509/837-4438 or 837-3595.

AMA COLORADO HALF MILE
Rocky Ford Fairgrounds, Rocky Ford, CO. Sign up 12 pm. Info 303/674-209.

DIRT DIGGERS/AMA CALIFORNIA MOTOCROSS
Kernville, CA. Gates open 6 am, sign up 7, prac 8, race 9. Info 213/372-5074 or 477-9081.

AMA CALIFORNIA FLAT TRACK
Cal Expo State Fairgrounds, Sacramento, CA. Sacramento mile. Qual 11:30 am, race 1 pm. Info 916/395-2277 or 920-1121.

October 2

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

October 3

OREGON MOTOCROSS
Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

MBMC WASHINGTON MOTOCROSS
Hannegan Raceway, Bellingham, WA. Sign-up pm, race 6. Info 206/734-9505. CANCELLED

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

October 4

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
Ross Downs MX Track, Colleyville, TX. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

INTER-SHOWS CALIFORNIA SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. Open 6-10 pm. Info 714/495-2542 or 495-0515.

October 4-6

MRA COLORADO ROAD RACE
Second Creek Raceway, Denver, CO. Prac 8 am, races 1 pm. Info 303/443-8668 or 371-6661.

October 5

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey, CA. Gates open 2 pm, prac 3:30, race 5. R&D Ent. Info 408/449-7367.

NEBRASKA TOY RUN
Starts across from Peony Park, 81st and Cass, Omaha, NB. 12-3 pm. ABATE. Info 712/347-5307.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles N.W. of Ft. Worth. Prac 6:30,. race CA. Sptsmn. Sun O.T.H.G., O.T. Info 818/360-0831.

WORLD SUPERCROSS FINALS
Barcelona, Spain. Info 818/787-3497 or 714/760-0169.

October 5-6

ARRA CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Info 805/966-5700.

OVER THE HILL GANG MOTOCROSS NATIONALS
Sunrise Cycle Park, Adelanto, CA. Sat O.T.H.G., O.T., Dirt Diggers, Sportsmen. Sun O.T.H.G., OT. Info 818/360-0831.

October 6

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Split schedule. Prac 8 am, race 10. Int/Ex race 1 pm. Info 712/756-4114 or 273-2336.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, Sign up closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK.Gate 8 am, prac. 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOTOCROSS
Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. Nov sign up 7 am, prac 8, race 9. Int/Ex sign up noon, race 1:30. Info 512/443-7627, 327-5254.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CRC CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, practice 8, race 9:30. Info 213/8304-3328.

CALIFORNIA ROAD RACE
Sears Point Raceway. AFM. Info 213/864-0704.

CMC CALIFORNIA MX
Redding CA. Gates open 6:30 am, prac 8, race 9. Info 916/243-6019.

HILLTOPPERS MEXICO GRAND PRIX
Through the streets and beaches of Rosarito. Info 213/428-4971 or 714/898-4557.

CALIFORNIA TT
Airport Raceway, Porterville CA. Gates open 9 am, prac 10-11, race 12. Porterville Spinners M/C. Info 209/781-6341.

AMA D-36 ENDURO
Approx 30 miles east of Redding past Oak Run CA. Redding Dirt Riders. Info 916/244-2387 or 223-3978.

AMA OREGON MOTOCROSS
Mt. View Raceway, Sandy OR. Gates open 7 am, prac 8:30, races start 10. Info 503/668-9409.

AMA D-37 CALIFORNIA ENDURO
Fremont Valley, CA. Training Wheels M/C. Info 213/320-0407 or 213/546-1887.

TEXAS MOTOCROSS
● Swan MX Track, Tyler TX. Info. 817/265-9596.

ADRA ARIZONA OFF ROAD
Young, AZ. Third Annual Young Classic. Minis 7:30 am, M/Cs 9:30 am. Info 602/252-1900.

COLORADO ENDURO
Pikes Peak, Woodland Park, CO. Info 303/879-3429.

ATA CALIFORNIA OBSERVED TRIALS
Corral Canyon ORV Area, 50 mi. east of San Diego. Tecate Two-Mile, championship round. Sign up 9 am, start 10. Info 619/275-0605 or 234-6633.

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Gate opens 6:30 am, sign up 7, race 9. Info 916/695-2727.

October 9

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

October 10

OREGON MOTOCROSS
Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

MBMC WASHINGTON MOTOCROSS
Hannegan Raceway, Bellingham, WA. Sign-up pm, race 6. Info 206/734-9505. CANCELLED

October 11

ZAP/CMC NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Colleyville, TX. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 12

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey CA. Gates open 2 pm, prac 3:30, race 5. R&D Ent. Info 408/449-7367.

TEXAS SHORT TRACK & TT
St. Hwy 114 to FM 730, south 2

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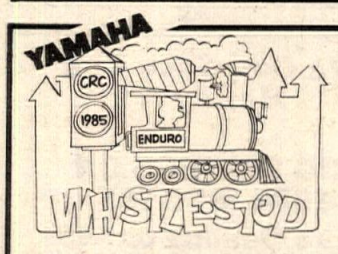

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SRA Schedule

Sep. 29 — CARLSBAD G.P.
Oct. 6 — HILLTOPPERS G.P.
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CRC RACE SCHEDULE
ATV Classes At All Events

Sep. 29 — MOTOCROSS L.A. Raceway	Oct. 13 — MOTOCROSS DeAnza Cycle Park
Oct. 6 — MOTOCROSS Perris Raceway	Oct. 20 — MOTOCROSS Sunrise Cycle Park

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Rosamond, California (805) 256-2471
American Road Racing Association (805) 966-5700

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SMX Schedule

Sat.	Sept. 28	Perris
Sun.	Sept. 29	DeAnza
Sat.	Oct. 5	Perris
Sun.	Oct. 6	DeAnza

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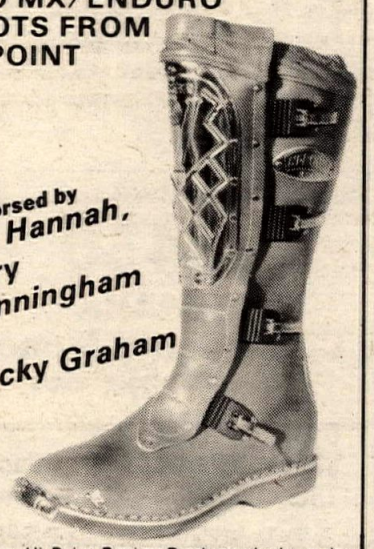

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miles to FM 2048 to track. Prac 6:30 pm, races 7:30. AMA/Mike Kidd Promotions. Info 817/284-1766 or 433-5587.

CRC CALIFORNIA KIDURO
Barstow, CA. Sign up 12-1 pm, race 1:30. Info 714/689-6114.

AMA D-37 CALIFORNIA H&H
Starts Lucerne Valley CA, end Parker AZ. 33rd Annual Check Chase. Start 8 am. Checkers M/C. Info 818/576-0930.

AMA OREGON MOTOCROSS
Mt. View Raceway, Sandy OR. Gates open 7 am, prac 8:30, race 10. Info 503/668-9409.

CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey CA. AMA/R&D Ent. Info 408/449-7367.

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. U.S. National Speedway Championship. Gates open 6:30 pm, race 8. Info 714/492-9933.

October 12-13

CMC TRANS—CAL SERIES
Madera Fairgrounds, Fresno CA. Info 714/261-6116.

CALIFORNIA DRAGBIKE
Palmdale CA. Arias Pistons LA Natls. Info 619/292-4444.

October 13

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth, TX. Gate opens 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

CMC CALIFORNIA MOTOCROSS
Eel River MX Track, Eureka, CA. Gates open 7 am, prac 8, first race 9. Info 707/733-5569.

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA.Info 213/830-7519.

CALIFORNIA VINTAGE DIRT BIKE RALLY
Sand Hill Ranch, Brentwood, CA. Info 415/634-3328 or 634-6596.

CRC CALIFORNIA FAMILY ENDURO
Barstow, CA. 8 am start. Info 714/689-6114.

AMA D-36 HARE SCRAMBLES
The Meadow, Upper Ranch, Hollister ORV Park, Hollister, CA. Gates open 7 am, race 9. Los Gatos M/C. Info 408/267-6683 or 293-8090.

SRAC COLORADO MOTOCROSS
Aztec Raceway, Colorado Springs, CO. Info 303/458-1352.

SADBC TEXAS GRAND PRIX
Eagle Pass, TX. Three hour. Sign up Sat. 3 pm to Sun 8 am, prac 8:30 am Sun., race 9. Info 512/496-0393.

WASHINGTON SCRAMBLES
Woodland, WA. Gates open 10 am, prac 12, race 1. Info 206/225-8219.

POLKA DOTS CALIFORNIA FAMILY ENDURO
El Dorado Nat'l Forest near Grizzly Flat, CA. Info 916/677-2938.

CMC CALIFORNIA MOTOCROSS
Argyll Park, Dixon, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/678-3592 or 678-9956.

CHECKER M/C-AMA CALIFORNIA HARE & HOUND
Camp Rock Road, Lucerne Valley, CA. Three loops. Start 9 am. Info 818/576-0930.

October 16

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

October 17

OREGON MOTOCROSS
Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

MBMC WASHINGTON MOTOCROSS
Hannegan Raceway, Bellingham, WA. Sign-up 5 pm, race 6. Info 206/734-6505. CANCELLED

October 18

ZAP/CMC NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Colleyville, TX. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 18-19

CMC TRANS-CAL SERIES
Ascot Park, Gardena, CA. Info 714/261-6116.

October 19

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey, CA. Gates open 2 pm, prac 3:30, race 5. R&D Ent. Info 408/449-7367.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles NW of Ft. Worth. Prac 6:30 pm, races 7:30. Mike Kidd Promotions. Info 817/284-1766 or 433-5587.

October 19-20

DONNIE HANSEN'S TEXAS MOTOCROSS SCHOOL
Good Times Raceway, San Antonio TX. Info 805/526-0730.

SNRR NEVADA ROAD RACE
Las Vegas Int. Speedrome, Las Vegas, NV. Info 702/384-5029.

October 20

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. Info 213/830-7519.

CRC CALIFORNIA GP
Hungry Valley, CA. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
Spillway Park, Santa Maria, CA. Info 805/489-1114.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA TULSA MX
Tulsa, OK. Gate 8 am, prac 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/ 756-4114 or 273-2336 .

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. Gate am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

ARA CALIFORNIA DESERT RACE
Barstow, CA. Races 8-11 am. Info 714/658-5941.

CMC/SHR MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Info 415/634-3328 or 634-6596.

AMA OREGON GRAND PRIX
Mt. View Raceway, Sandy, OR. Gates open 7 am, prac 8, race 10. Info 503/668-9409.

CMC CALIFORNIA MOTOCROSS
Eel River MX, Eureka, CA. Gate opens/sign up 7am, prac 8, race 9. Info 707/733-5569.

TCCRA TEXAS MOTOCROSS
Oak Hill MX, Alvord, TX. Info 817/265-9596.

SPINNERS CALIFORNIA SHORT TRACK
Airport Raceway, Porterville, CA. Gate opens 9 am, prac 10, race 12. Info 209/781-6341.

FRA CALIFORNIA FAMILY ENDURO
Red Mountain, CA. Trick or Treat Enduro. Start 8 am. Info 714/777-2969.

DCR CALIFORNIA GRAND PRIX
Elsinore, CA. Starts 9 am. Info 714/371-6333.

ARA CALIFORNIA DESERT RACE
Stoddard Valley, 8 miles south of Barstow, CA. Pre-run Sat, race Sun. Info 714/658/5941.

AFM CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Info 805/864-0704. CANCELLED

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Gate opens 6:30 am, sign up 7, race 9. Info 916/695-2727 or 695-2088.

October 23

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

October 24

OREGON MOTOCROSS
Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON MOTOCROSS
Hannegan Raceway, Bellingham, WA. Sign-up 5 pm, race 6. MBMC. Info 206/734-6505. CANCELLED

October 25

ZAP/CMC NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Colleyville, TX. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 26

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

AMA TEXAS SHORT TRACK/TT
25 miles NW of Ft. Worth, TX. Prac 6 pm, race 7:30. Mike Kidd Promotions. Info 817/284-1766 or 433-5587.

R&D CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey, CA. Gates open 2 pm, prac 3:30, race 5. Info 408/449-7367.

October 26-27

CMC CALIFORNIA TRANS—CAL SERIES
Quail Canyon, CA. Final race of series. Info 714/261-6116.

USA CALIFORNIA SIDECAR RALLY
Griffith Park, Los Angeles, CA. Info 818/780-5542.

October 27

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. Gate 7:30 am, race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. Gate 7 am, Nov prac. 8-8:30, Minis 8:30-8:45, 1st race 9. Int/Ex prac 1 pm, race 1:30. Info 817/295-8908, 295-1760.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. Nov 9 am, Int/Ex 1:30 pm. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Laguna Seca Raceway, Monterey, CA. Prac 8:30, race 9:30. Info 408/394-8225.

CALIFORNIA SUPERBIKERS
Carlsbad Raceway, Carlsbad, CA. Gates open 8 am, prac 9, races noon. Info 818/787-3497 or 714/760-0196.

CMC CALIFORNIA MOTOCROSS
Redding, Ca. Gates open 6:30 am, sign up 7, prac 8, race 9. Info 916/223-5600 or 243-6019.

AMA/100's M/C HARE & HOUND
Johnson Valley, CA. Start 9 am. Info 714/985-1567 or 818/335-4762.

AMA OREGON MOTOCROSS
Mt. View Raceway, Sandy, OR. Final race of season. Gates open 7 am, prac 8:30, race 10. Info 503/668-9409.

CMC CALIFORNIA MOTOCROSS
Argyll Park, Dixon, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/678-3592 ore 678-9956.

October 30

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

October 31

OREGON MOTOCROSS
Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

MBMC WASHINGTON MOTOCROSS
Hannegan (CANCELLED) Bellingham, WA. Sign pm, race 6. Info 206/734-9505.

November 1

ZAP/CMC NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Colleyvillle, TX. Gates open 5:30 pm, prac 6:30, race 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

November 2

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

R&D CALIFORNIA FLAT TRACK
● Monterey County Fairgrounds, Monterey, CA. Gate opens 2 pm, prac 3:30, race 5. Info 408/449-7367.

November 2-3

PROSPECTORS M/C GRAN PRIX
Barstow, CA. Info 714/633-8679.

NEVADA VINTAGE ROAD RACE
Las Vegas Speedrome, Las Vegas, NV. Info 702/451-8887.

ARRA CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Info 805/966-5700.

November 3

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Split schedule. Prac 8 am, race 10. Int/Ex race 1 p.m. Info 712/756-4114 or 273-2336.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign up closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway. Gate opens 8 am, prac. 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. Nov sign up 7 am, prac 8, race 9. Int/Ex sign up noon, race 1:30. Info 512/ 443-7627, 327-5254.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CEA/FRA CALIFORNIA ENDURO
Johnson Valley, CA. Start 7 am. Info 213/322-4467 or 698-3107.

SPINNERS CALIFORNIA PRO-AM TT
Airport Raceway, Porterville, CA. Gate opens 9 am, prac 10, race 12. Info 209/781-6341.

CRC CALIFORNIA MOTOCROSS
Perris Raceway, Perris CA. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
LA Raceway, Palmdale, CA. Info 213/830-7519.

CMC/SHR CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood CA. Info 415/634-3328 or 634-6596.

ADRA ARIZONA OFF ROAD
Wickenburg, AZ. 11th Annual Vulture 100. Info 602/252-1900.

CMC CALIFORNIA MOTOCROSS
Eel River MX, Eureka, CA. Gate opens/sign up 7 am, prac 8, race 9. Info 707/733-5569.

November 6

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

November 7

OREGON MOTOCROSS
Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

MBMC WASHINGTON MOTOCROSS
Hannegan (CANCELLED) Bellingham, WA. Sign pm, race 6. Info 206/734-9505.

November 8

ZAP/CMC NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

CRC CALIFORNIA KIDURO
Rand Mtn, CA. Sign up 12-1 pm, start 1:30. Info 714/689-6114.

AMA CALIFORNIA SUPERCROSS
Los Angeles Memorial Coliseum, LA, CA. Rodil Trophy Championship. Info 818/787-3497 or 714/760-0169.

R&D CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey, CA. Gate opens 2 pm, prac 3:30, race 5. Info 408/449-7367.

November 10

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. Gate opens 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth, TX. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

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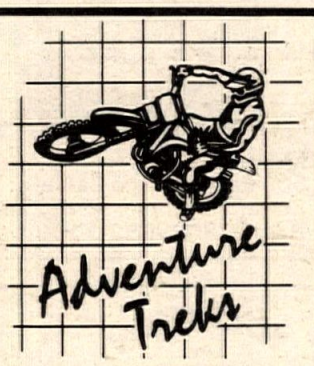

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CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
Edwards Air Force Base, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
● Argyll Park, Dixon, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/678-3592 or 678-9956.

CRC CALIFORNIA FAMILY ENDURO
Randsburg, CA. Iron Horse Enduro. Start 8 am. Info 714/689-6114.

CMC CALIFORNIA MOTOCROSS
Laguna Seca Raceway, Monterey CA. Info 408/394-8225.

CMC CALIFORNIA MOTOCROSS
Laguna Seca Raceway, Monterey, CA. Info 408/394-8225.

November 9-11

USA CALIFORNIA SIDECAR RALLY
Havasu, CA. Info 619/484-2010.

November 13

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

November 14

OREGON MOTOCROSS
Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON MOTOCROSS
Hannegan Speedway, Bellingham, WA. Sign-ups 8 am, race 6. MBMC. Info 206/734-2505. CANCELLED

November 15

ZAP/CMC NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

November 16

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

SDRA NEVADA OFF ROAD
Henderson, NV. Silverdust 400. Info 702/459-0317.

November 16-17

CALIFORNIA MOTOCROSS
Blythe Raceway, Blythe, CA. Kyle Fleming Memorial. Gates open 6 am, prac 7:30, race 9. Info 602/993-4954.

November 17

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway. Gate opens 8 am, prac 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/756-4114 or 273-2336.

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. Gate am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

SPINNERS CALIFORNIA SHORT TRACK
Airport Raceway, Porterville, CA. Gate opens 9 am, prac 10, race 12 pm. Info 209/781-6341.

CRC CALIFORNIA MOTOCROSS
Sunrise Cycle Park, Adelanto CA. Info 213/830-7519.

CRC CALIFORNIA GRAND PRIX
Carlsbad Raceway, Carlsbad, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Gates open 6:30 am, sign up 7, race 9. Info 916/695-2727.

FRT CALIFORNIA DESERT RACE
Plaster City East, CA. Start 9 am. Info 619/427-5759.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801. Calendar listings cannot be accepted over the phone; we must have a completed Calendar listing form. You may include an event flyer in addition to a Calendar listing form, but we accept no responsibility for errors unless a Calendar listing form is completed and submitted. Listings must arrive in our office by noon Thursday, for inclusion in the following week's Cycle News.

Type of event:

Event date:

Event sanction/promoter/sponsoring club:

Location of event:

What time do gates open?

What time does practice start?

What time does racing start?

Phone number (with area code) for more information:

Your name:

RESULTS

Ross Downs MX
Colleyville, TX
Aug. 30, 1985

(Continued from last week)

250 BEG	
Jimmy Mason	Yam
Steve Mitchell	Yam
Doug Cagle	Yam
250 NOV	
Jack Holladay	Hon
Johnny Jones	Suz
Scott Hamlin	Hon
OPEN NOV	
Jack Yost	Kaw
John Nienkamp	Hon
Darrell Conner	Hon
OVER 30	
Curt Phillips	Hon
Charlie Galubenski	Hon
Jerry Hanson	Hon

Ross Downs Motocross
Colleyville, TX
Sept. 6, 1985

MICRO MINI	
Chad Smith	Kaw
Casey Pinkston	Kaw
Kevin Bloxom	Kaw
MINI BEG	
Jay Cox	Hon
Richard Dobbs	Yam
Cody Owen	Yam
MINI JR	
Chad Smith	Suz
MINI SR	
Derek Hanson	Kaw
Chad Walters	Kaw
Chad Mayo	Kaw
125 BEG	
Mike Dillard	Hon
Jim Bellah	Yam
Scott Moran	Hon
125 NOV	
Anthony Dilulio	Yam
Rom Morgan	Hon
Danny Wellborn	Yam
OVER 30	
David Folmar	Yam
Charlie Galbuenski	Hon
Mark Sherer	Kaw
250 BEG	
John Wise	Suz
Jimmy Monroe	Hon
Carl Beechly	Hon
250 NOV	
Johnny Jones	Suz
Jimmy Mason	Yam
Neil Needham	Hon
COMB INT	
Steve Starnes	Yam
Lorne Burton	Hon
T.J. Mooney	Kaw
COMB EX	
Dennis Hawthorne	Kaw
Nick Cordova	Hon
Terry Tinney	Suz

Las Vegas Motocross Club
Las Vegas, NV
Sept. 8, 1985

PEE WEE NOV	
John Meng	
Russell Pearson	
Brian Sullivan	
PEE WEE INT	
Jason Partridge	
Greg Zaratigui	
Brian Barnson	
JR CYC 6-8 NOV STK	
Jason Partridge	
Matthew Camden	
Steve Ireland	
JR CYC 9-11 NOV STK	
Danny Kusak	
Frankie Villegas	
Chad Anderson	
JR CYC 6-8 INT STK	
Brian Barnson	
JR CYC 9-11 INT STK	
Mike Gilbert	
Carey Hart	
Jim Griego	
JR CYC 9-11 NOV MOD	
Frankie Villegas	
JR CYC 9-11 INT MOD	
Mike Gilbert	
Carey Hart	
80 9-11 NOV STK	
Mike Michels	
80 12+ NOV STK	
Lance Taylor	
Jeff Korhonen	
Jeff Hodge	
80 12+ INT STK	
David Griego	
Mike Palmer	
Richard Saxton	
80 12+ EX	
Derek Titus	
80 9-11 NOV MOD	
Mike Michels	
80 12+ NOV MOD	
Lance Taylor	
Jeff Korhonen	
Jeff Hodge	
80 12+ INT MOD	
Kerry Mulligan	
Richard Saxton	
Dave Griego	
125 NOV	
Ken Arnold	
Kerry Mulligan	
Chris Pocino	
125 INT	
Brad Lewis	
Johnny Day	
Sonny Reisig	
125 PRO	
Greg Vowell	
Fric Sackett	
250 NOV	
Ken Teeters	
Mike Gibson	
Geno Ramsay	
250 INT	
Jeff Palmer	
Terry Thomas	
Chris Norris	
250 PRO	
Scott Underwood	
Scott Robertson	
Warren Lewis	
500 NOV	
Lyle Bingham	
Ron Goodwin	
Alex Hill	
500 INT	
Daniel Wagner	
Mike Phillips	
Jim Barnson	
500 PRO	
Billy Hill	
Barry Hill	
Ron Purvines	
VET	
Lee Pearson	
Jac Lindell	
Steve Ireland	

AFM RR
Willow Springs Raceway
Rosamond, CA
Sept. 8, 1985

600 MOD PROD	
Earl Roloff	Kaw
Steve Cardillo	Yam
Eddie Kawaguchi	Yam
F-1	
Jim Vreeke	Yam
Paul Van Zuyle	Yam
Clinton Whitehouse	Yam

Bolado Park High-Point Series Winners
Hollister, CA
Aug. 24, 1985

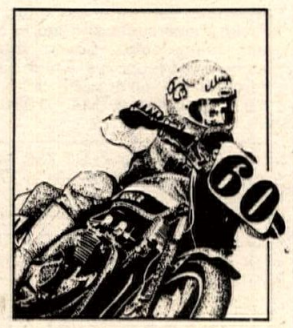
PEE WEE 5-8 YRS	
Jeff Gabhart	Suz
MINI	
Jake Zenke	Yam
NOV	
Antone Mellow	Yam
JR	
Kris Kiser	Yam
EX	
Kenneth Netto	Suz

Bolado Park Smooth Scrambles
Hollister, CA
Aug. 24, 1985

PEE WEE	
Brian Sgheiza	Yam
Curtis Peebles	Suz
Jeff Gabhart	Suz
MINI	
Chris Neal	Yam
Todd Hicks	Yam
Brian Gouvia	Suz
125 NOV	
Mike Brumit	Hon
Antone Mellow	Yam
Bradley Raymond	Hon
250 NOV DIV 1	
Gis Weisler	Hon
Kenny Waag	Yam
Bill Fagundes	Kaw
250 NOV DIV 2	
Larry Randall	Kaw
Ron Domiquez	Hon
John Constanza	Yam
250 JR	
Dean Vincelet	Yam
Bryan Berger	C-A
Ricky Smith	Yam
500 NOV DIV 1	
Jon Anderson	Yam
John Rodriquez	Hon
Gary Vincelet	Yam
500 NOV DIV 2	
Butch Amstutz	Hon
Jack Cook	Yam
Francis Shine Jr.	Yam
500 NOV DIV 3	
Tom Johnson	Hon
Pat Johnson	Hon
Duane Hughes	Hon
500 NOV DIV 4	
Ron Doninquez	Hus
Gary Bragvet	Yam
Joe Kam	Yam
500 JR	
Brad Spencer	Hon
Joe Carrera	Suz
Frank Nye	Yam
OT VET	
Frank Nye	Yam
Allen Yarrow	Yam
Duane Hughes	Hon
250 EX	
Craig Johnson	Suz
Frank Garcia	Kaw
Benny King	Yam
500 EX	
Bryan McDowell	Rtx
Craig Johnson	C-A
Kenneth Netto	C-A
PRO-AM	
Craig Johnson	C-A
Kenneth Netto	C-A
Allen Yarrow	Yam

Ross Downs Motocross
Colleyville, TX
Sept. 13, 1985

MICRO MINI	
Chad Smith	Kaw
Shaun Lay	Kaw
Casey Pinkston	Kaw
MINI BEG	
Jeff Saiani	Kaw
Jay Cox	Hon
Coby Owen	Yam
MINI JR	
Chad Smith	Suz
MINI SR	
Derek Hanson	Kaw
Chad Walters	Kaw
David Jones	Kaw
125 BEG A	
Mike Dillard	Hon
Scott Moran	Hon
John Graham	Kaw
125 BEG B	
Derek Hanson	Hon
Ricky Russ	Hon
Mike Ritter	Yam
125 NOV	
Danny Welborn	Yam
Darin Shirley	Hon
Chris Walters	Hon
250 BEG	
Steve Mitchell	Yam
Davey Lee	Hon
Steve Wester	Hon
250 NOV	
Jack Holladay	Hon
Jimmy Mason	Yam
Eddie Kaufman	Hon
OPEN NOV	
Eddie Kaufman	Hon
COMB INT	
T.J. Mooney	Kaw
Lorne Burton	Hon
Mike Garrison	Kaw
COMB EX	
Dennis Hawthorne	Kaw
Nick Cordova	Hon
Rober Schellenberger	Yam
OVER 30	
David Folmar	Yam
Eddie Kaufman	Hon
Mark Scherer	Kaw



Trophy Pickup

Badger trophies available at desert races as of September 22nd, '85. (138/40)

Lost Coyotes Trophies available at all desert races through Sepember. (135/39)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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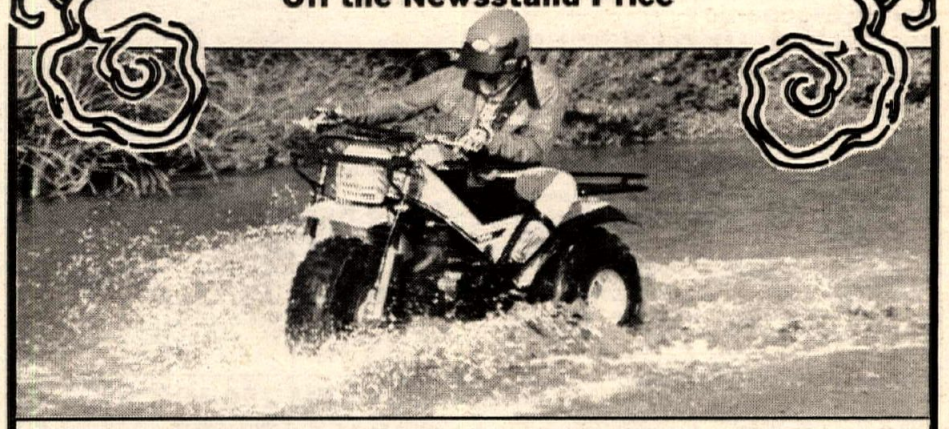

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CNW38

WANT ADS

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Beautiful Northern California
Experienced Yamaha mechanic. 3-5 years minimum. This is a year 'round position. We offer a salary plus commission. Send resumes to: Yamaha North, 872 N. Market, Redding, CA 96001, Attn: Rob. (238/40)

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Experience required. Opportunity to work in well stocked and organized part department. Contact Pat at Santa Ana Kawasaki. (714) 541-5217. (238/39)

Honda Mechanic
Large Honda dealership seeks Honda certified mechanic. Minimum 3 years experience. Must have own tools and be dependable. Job offers brand new facility, vacations and medical plan. Apply in person. See Dave at Whittier Honda, 14324 E. Whittier Blvd., Whittier, CA 90605. (236/38)

Large So Cal Coastal Area
Honda Kawasaki BMW dealership is accepting applications in all areas of sales, parts and service. Contact Brian, (714) 831-0122. (236/39NWX)

★ Sales ! Service ! Parts ! ★
L.A. City's LARGEST KAWASAKI YAMAHA dealer has IMMEDIATE OPENINGS for qualified applicants. Ask for Art at (818) 352-7897. (225TFN)

Parts Counter Person
Experienced Honda parts counter person. Good future available with Honda of Gardena, 5 day store, open Tuesday through Saturday. (213) 323-8314. (232TFN)

Salesman Honda
Experienced pro with desire for career with one of the top West Coast Honda dealers. Contact Bill McLeanKOLBEHONDA, 7514 Reseda Blvd., Reseda, CA 91335. (818) 345-7616. (224TFN)

Honda Mechanic
L.A. area Honda dealership has immediate opening for experienced Honda technician. Must be knowledgeable of late model Hondas. To arrange for interview, call Wayne or Roger at Town and Country Honda, 4460 E. Gage, Bell, CA 90201. (213) 773-2164. (237/40)

Long Beach Honda Motorcycles
IS WHERE IT'S HAPPENING. We need one salesperson that's got it all together; hard working, self motivated and aggressive. Must have motorcycle experience. All company benefits, super pay plan. Call Carl Diamond, (213) 423-1433. (237/38)

Excellent Opportunity For Honda Sales Person
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Well established franchised motorcycle dealership. Good salary and fringe benefits. Partsperson must have 1 year Yamaha experience. Set-up person must be familiar with motorcycles. Work all year around. Call Kirk or Brian, (818) 795-4129. (237/38)

Service Manager
L.A. Area Honda dealership has immediate opening for service manager. Also may have opening for mechanic. Both must be experienced with late model Honda products. To arrange for interview, call Wayne at Town and Country Honda. (213) 773-2164. (238/41)

Service Writer
Multi-lined, large volume motorcycle dealer. San Diego area. Experienced only. Call Jim Bowling, (619) 278-6635. (238/39NWX)

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Must have at least 10 years experience with Honda motorcycles. Must provide references and have your own tools. Certificates of Honda training shcools a plus. Send resume with references to Central Honda, 1912 West MacArthur Dr., Alexandria, LA 71303. (318) 445-6538. (137/38NWX)

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High quality motorcycle lubricant manufacturer desires aggressive distributors for exclusive line of high quality motorcycle oils and lubricants. Prime territories are now available in New Mexico, Nevada and Texas, with other locations considered. Direct inquiries to: Dept. CD, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (235/38NWX)

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Thede suspension, heavy springs, Answer silencer, Boyesen's, fresh rings, chain and sprockets. $1700. (213) 465-5300. (138/40)

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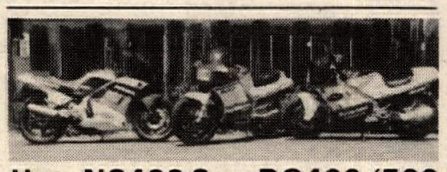

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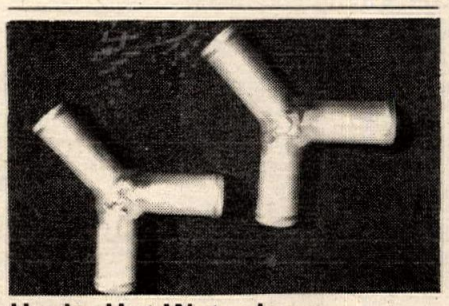

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Free grab bag worth $35. October 12 & 13th, Boyd Raceway, Dallas, Texas. October 19 & 20th, Good Times Park, San Antonio, Texas. 15th entry at each school receives free entry. (805) 526-0730. (338/39)

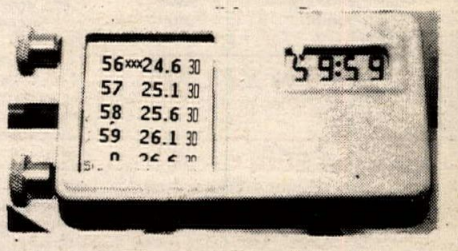
1982 Husky 250XC
Excellent condition, lots of extras. $850. (415) 484-2852. (138)

Yamaha YZ490
Very good condition, Simons fork kit, in storage 10 months. Vets bike. $1400/OBO. (818) 332-0607. (138)

1984 Honda XR200R
Extensive head work. YZ490 forks. White Brothers exhaust, shock, swingarm. Very fast and dependable. Low hours and like new condition. $1100. (818) 303-2988. (138/39)

1983 Honda CR250
Perfectly maintained, new sprockets, transmission, top end. Must see, $900/OBO. (818) 841-5490. (338/39)

'85 CR125 — '84 YZ250
'83 XR200R. All like new. CR125 $1000. YZ250 $1000. XR200R $700. (805) 937-7319. (138/39)



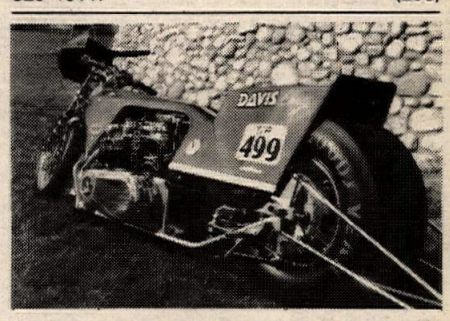
Enduro Timer/Combo $99
CLAIRMONT CYCLE SUPPLY (619) 571-5531. (238W/39E)

RM 125 New 1984's
$1199. COLE BROTHERS (818) 980-3715. (236TFN)

1985 Yamaha YZ250
Excellent condition, desert ready, 3 months old. $1800. (818) 963-0849. (338)

Triumph Silver Jubilee
750 Bonneville. Only 1000 made. Show condition. 4,000 original miles. $2000/OBO. (714) 674-9166. (138)

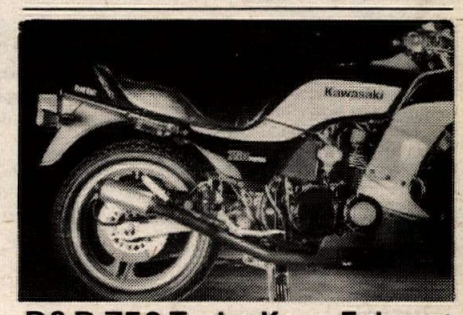
Clseout $1699 new 83 KDX250
Call Brian at THE MOTORSPORT COMPANY. (714) 829-4011. (238)



200 mph 6.00 ET W. Davis Eng.
The fastest, most beautiful, winningest top fueler in the world. Forced to sell. $15,000. KTM, P.O. Box 3341, Arcadia, CA 91006. (818) 447-4288. (338/39NWX)

1985 Yamaha RZ350
1600 miles, red/white. New condition, $1950/OBO. Costa Mesa. (714) 722-1515. (138)

1985 Honda CR250R
Pro Circuit pipe and porting. $1200. (714) 832-7770, (714) 240-3282. (138/39)



D&D 750 Turbo Kaw. Exhaust
10% h.p. increase, saves 20 pounds, anodized aluminum can silencer with steel core, no loss of centerstand, access to oil drain & filter, a single pipe that bolts directly to turbo, no cowling modifications. (800) 327-1109. (234TFNNEX)

Fast Fill Gasoline Dump Can
3 Gallon, $49.95. 5 Gallon, $59.95. Stand, $19.95. AMA approved. CLAIREMONT CYCLE SUPPLY (619) 571-0155. (238)

$299 U.S.

Honda VF750 lower fairings available through VANCOUVER SUZUKI. (604) 734-4762. (224NWX/TFN)

**** 1984 KX80 ****

Five miles on new top and bottom end. Wife wants larger bike. Asking $500, but will deal. Ask for Doug. (714) 581-3125. (138)

1984 Honda CR 500

Excellent condition, $1275 firm. Extras. (714) 627-6932. (138/39)

'85 Yamaha YZ250N

Still new, only ridden three times this year. $1750. (818) 769-7245. (138/40)

Join The Elite Crowd and Save

Trackmaster Yamaha 500cc 4-stroke. Works SX shocks, Works Honda forks, SuperTrapp, Metzeler, 11½" travel, new fenders and seat. Proven winner, motocross or desert. $750. Evenings, (818) 893-8006. (138/40)

Don't Be Misled!

The proven computer that does it ALL! Used by the winners of 29 of the last 31 Nat'l. Enduros. Only $165. See your dealer or call ICO/Performance Products, P.O. Box 1294N, Bayou, Lacombe, LA 70445. (504) 882-3107. (23TFNNE)

'84 Honda 1000 Interceptor

3600 miles, still new. Better than '85. Asking $3850. Fabulous bike, but I'm moving. (818) 769-7245. (138/42)

1983 KTM 250MX

Z-products suspension, Z pipe, A-1 condition, water cooled, White Power shock, ridden by a novice. Sacrifice for $1100. (714) 538-6466. (138)

'85 Pro Trac Motorcycle Trailer

Completely enclosed, very good condition, $3000. Call 9 a.m. to 5 p.m. Ask for Tony Bell. (714) 859-4407. (138)

SuperTrapp slip-ons for Yamaha FJ1100, almost new. $130. Will ship COD. (505) 623-6130, (505) 622-3002. (138/39)

SIDECARS BY VELOREX: Excellent quality, classic styling, low price. Adapatable to most new or old motorcycles, 400cc up. Special price (thru 10/25/85) $1,195 F.O.B. Mass. (save $300). Order from: Triumph Motorcycles, P.O. Box 507, Boylston, MA 01505. (138NEX)

TT600, Rotax 500, 750 Inter.

TT600: Boss frame, Lillie head, pro built, fresh, $3,000. Rotax 500: Lilli frame, Patrick head, $3,800. 1983 750: $2,200. (815) 496-2379. (338/39NE)

Must Sell or Trade 83 GS550ED

Suzuki, 4500M, never dropped, excellent condition. $1,600. 82 Husky WR250, enduro ready, $950. Will trade for 4x4 or ?? Will help deliver. (612) 429-1312. (138NE)

USED PARTS FOR SALE: For 1979 CB750F and 1983 VF750F. Also, an HRC close ratio trans for CB750F, 900F, 1100F. Call (312) 622-4559 days or (312) 525-6211 eves. (138/39NEX)

1984 Honda XR500R

Ridden twice, must sell. Mint condition, $1500. before 1 p.m. (818) 964-1254. (137/38)

1984 GPz 550

Excellent condition, 800 miles. (213) 696-0731. (337/38)

1983 Honda CR250R

Runs good, desert tank, good playbike. (213) 696-0731. (337/38)

FZ750 Yamaha

Michelin Hi-Sports, approximately 1125 miles, new 4-85. OEM tires included, $4395/OBO. (206) 572-6792. (137/38)

Rare 1976 Suzuki RE5 Rotary

Mint condition, many extras, make offer. Must sell. (307) 634-6842. (138/39NWX)

'85 CR125 Pro Circuit Pipe

Perfect condition, $60. Also stock pipe, brand new, $40. (213) 479-8561. (138)

1983 Laverda RGS 1000

Serial #15, 11,000 miles, well maintained. Immaculate, $4800. (916) 393-2257. (137/38)

Ted Boody's RS500 Honda

Ready to race at Brainerd. (918) 227-2215. (332/39NE)

Rob North Trident

Letterbox fairing, 1970 frame, many spares. $7500. Send S.A.S.E. and $1 for color photographs. Steve Tufts, 21606 Cold Springs, Leander, Texas 78641. Trade possible. (512) 267-2354. (138)

1985 Honda CR80

Excellent condition. $650. Call 9 a.m. to 5 p.m. Ask for Tony Bell. (714) 859-4407. (138)

1984 Suzuki RM80

Good condition, $400. Ask for Tony Bell. 9 a.m. to 5 p.m. (714) 859-4407. (138)

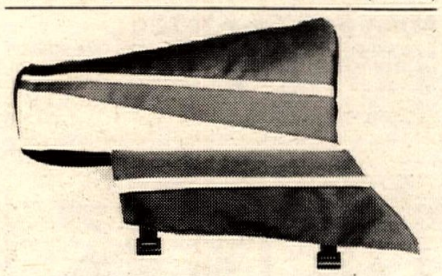
1985 Kawasaki KX250

Very good condition, $1050. Call 9 a.m. to 5 p.m., ask for Tony Bell. (714) 859-4407. (138)

1985 Kawasaki KX250

New condition, ridden 5 hours. $1100. Call 9 a.m. to 5 p.m., ask for Tony Bell. (714) 859-4407. (138)

VISION PARTS: 82/83 Yamaha 550 Vision for parts. Engine and frame. Reasonable prices. I will pay shipping costs. (804) 484-4949. (138NE)



Mirage, Tail Section

Soft luggage in solid colors or graphic designs for the solo sport rider. RK ACCESSORIES, P.O. BOX 1006, WINDSOR, CA, 95492. (707) 539-5215. (136/44NWX)

1936 61 Cu. In. OHV Harley

Restored, Serial number 36EL1004. $15,000. Call Larry B. Anderson, Portland, Oregon. (503) 257-8807. (337/39NXW)

Military Moving Overseas

Must sell 1983 KTM 495, $1200/OBO. Also 1985 Honda 700 Nighthawk S, 1600 miles, $3000/OBO. Call after 5 p.m. (714) 792-3385. (138/39)

1983 Yamaha IT250

Clean, Stock, $1200. (714) 732-7109, (714) 636-6819. (137/38)

Rotax 500

Lilly motor, Knight frame, Grimeca brakes. Excellent condition. $4500. (408) 729-0196. (337/40)

1985 Kawasaki KX 80

Hardly ridden, brand new, new raced. $1000. (714) 846-8331. (537/39)

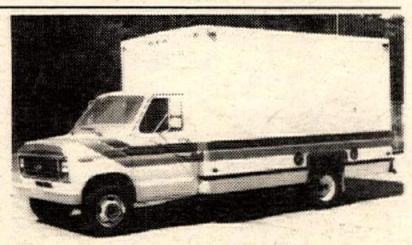
1985 Yamaha RZ500

California legal, 800 miles, new Metzelers, perfect condition. $4500/OBO. Weekdays, (818) 998-1049. Evenings and weekends, (818) 709-8755. (237/38)

1984 Yamaha IT200

Runs and look great. Some extras. (619) 446-7277. (137/38)

YAMAHA DAYTONA SPECIAL, 6000 miles, stock, adult owned. Best offer over $1000. Possible delivery. (801) 224-4310. (137/38)



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1984 Ford 1 ton automatic. Low miles, like new, super heavy duty. Fully set up rear, compressor, generator, work benches, cabinets, vises, tire and cable holders and much more. Stereo, front cab sleeper fully loaded. $15,995. Dean, (805) 525-3364. (137/38)

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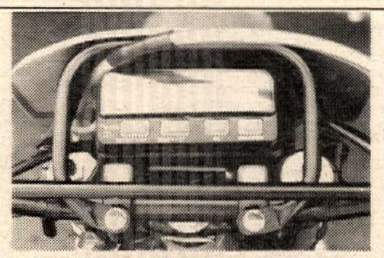
Low miles, never raced, very fast and clean, must sell. $1,500 firm. Mark, (201) 721-2577. (138NE)

New! GHOST RIDER ENDURO COMPUTERS. Absolute trickest enduro computers in the world. Ron, (619) 375-8507. (138/53NWX)



Hon XR350/600 Comptr Guard

White Brothers now offer a strong, lightweight guard for your enduro computer. At a replacement cost of $231.45, the White Brothers Enduro Computer Guard is a deal for only $18.95. Call White Brothers, (714) 895-1991. (237/38NWX)

1986 600 Ninjas

Immediate delivery! CONCORD KAWASAKI (415) 689-5770. (215TFN)

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2) 500XC, 2) 500CR, 1) 250CR, All at unbelievable blow-out prices. See them at Husqvarna's newest dealer: PRO-CYCLE, 330-L E. Orangethorpe, Placentia, CA 92670. (714) 524-5441. (232TFN)

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All types of competition and street leathers. New! Ready made RR leathers. Catalog available. Lou's Leathers, Rt. 1, Box 176A, Elkhorn, KY 42733. (606) 787-5029. (TFN-NEX)

1985 Yamaha 250YZ

Ridden only three times. $1800. Call aftr 3 p.m., ask for Randy. (213) 696-2949. (138/40)

'83 Moto Guzzi LeMans III

New condition, $3500. Too many extras to list. (213) 379-4013. (138/39)

1983 CB1100F Honda

Dunlop Elites, excellent condition, 5,000 miles. Kept inside garage. $3000/OBO. (805) 769-8497. (138/39)

New VF 1000F No Miles

Dealer closeout, only 2 left. Factory warranty. Fargo, N.D. $3795. (701) 235-6478. (138)

1985 Kawasaki KX125

Excellent condition, $1295. (714) 751-2965. (138)

1979 Honda CB750F

Excellent condition, must sell. $1295. (714) 751-2965. (138)

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Monza model now only $32, plus $3 UPS; COD, cash or MO. QUADRIFOGLIO, 5745 W. 11th St., Phoenix, AZ 85014. (602) 265-5846. (236/38ALTNWX)

1985 DMC KX250

Full package racer. Same bike on the cover of September Motocross magazine. Extra motor and complete wheels and parts. $2000. (213) 493-2017. (437/38)

1981 Suzuki 175RS

Perfect trail, play, enduro bike. Works Performance shocks. Terry fork kit. Extra 3½ gallon tank. Wife doesn't ride anymore. (818) 769-7245. $550. (138/40)

1986 KX's On The Way

Order yours now. CONCORD KAWASAKI, (415) 689-5770. (238TFN)

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1977 Dodge box van. Roll up door, 12 ft. $3900. Days, (805) 489-8245. Nights, (805) 489-5718. (338/39)

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Very clean, $2500/OBO. Ask for Dave, after 6 p.m. (714) 924-2706. (138/39)

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Never raced, used as trail bike only. Excellent condition. $350. (805) 526-6401. (138/39)

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4 into 1, 10% HP increase, weighs 12 pounds less than stock system, delivers wide powerband, steel pipes, anodized aluminum silencer with steel corel EAST COAST CYCLE (800) 327-1109; Fla. (800) 432-7762. (233/EOI/TFN/NE)

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Never raced, great beginning bike. Well maintained. $450. (213) 943-4186. (138/39)

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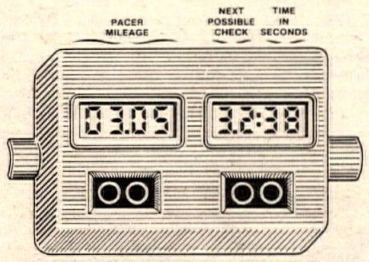
Excellent condition, low hours, White Power shock. $1800/OBO. (619) 872-7951, days. (619) 872-6221, evenings. (338/39)



Fredette Switches & Wins

Two Nationals with THEE COMPUTER from COUNT-DOWN. (818) 348-8381. (220EOITFN)

Yamaha Trail Bike

XT250, 200 street miles, perfect condition, $1000/OBO. After 6 p.m. (805) 251-3002. (337/38)

1984 Ducati 900 Hailwood

New, never ridden, 5 speed, electric start. $5495/OBO. Home, (213) 860-6561. Work, (714) 861-5601. (337/38)

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Excellent condition, collector's item. $800. (213) 869-0062. (336/39)

Australian Honda VF1000R

Faster than Slow US model. 3,000 miles. $5300/OBO. (707) 579-9253. (135/38)

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Baisey head, Megacycle, Del'Orto, Aries, Carillo, fresh and fast. $1500. Can ship. (714) 891-6383, (714) 842-3021. (337/38NWX)

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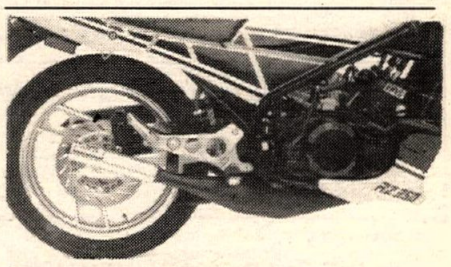
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

Win! With Blendzall Gold Oil

Blendzall Gold Racing oil; protection at extreme temperatures, prevent ring sticking, increases RPM's, blends with gasoline, alcohol. Don't trust your racer to any other lubricants. 6 pack, $20.90. Order 12 packs for $41.80 and receive free T-shirt. Visa, MC, G&G Cycle, Ojai, CA (805) 646-0185. (338)

Attn: Loyal Truesdale III

Will be at Trinidad Junction just past the intersection on right side. Call Don Graves. (714) 754-6663. (338)



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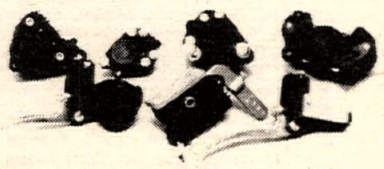
Spec II is the only complete full service high performance builder of Yamaha RZ350 products — Current MHDR Record Holder. From complete engine work to carburetor kits, pipes, and handling components. For 10 years we've researched, tested and raced every part we made. So, if you want to go fast, call SPEC II and get the best of everything. VISA/MC Ok. Chambers $199.95. 125 W. Verdugo, Burbank, CA 91502. (818) 842-5187, ordering 1-(800) 235-1236. (210/EOI/NWX)



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Available at STORZ PERFORMANCE. 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (215NWX/ALT/TFN)

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1977 MV AGUSTA: 750S America, 2900 original miles. Pristine condition. Photos on request. Delivery possible. (203) 775-8089. (337/40NEX)

KTM Husqvarna

One new 500 KTM MXC. One new 250 Husqvarna CR. Unbelievably low prices. Mr. Muffler KTM Husqvarna, 118 N. 22nd Ct., Grand Junction, Colo. 81501. (303) 243-5585. (236/38)

Fix Up Your Old Scoot!!

DG "DISCONTINUED ITEM" INVENTORY SALE!! All available jerseys, $4.50. Suzuki vented pants, $19.95. XS, XL gloves, $4.95. Number plates, $3.99. Pre-80 radial heads, $15. Swingarms: PE, KX80, YZ80, $20. All boost bottles, $9.95. Pipes: YZ60 H/J, CR80 '80, YZ100G, RM80, $20. Visa, Mastercard, C.O.D. accepted. All sales final. Call: DG Performance Specialties, 1230 La Loma Circle, Anaheim, CA 92806. (714) 630-5471. (234/TFN/NWX)

Attention Yamaha FZ750 Owners

Dynojet Research offers 2 new carburetor recalibration kits for the FZ750 that really turns your 5-valve wounder loose. Maximum performance kit for use with K&N 5" Hi-Flow filters. Stage I kit for use in stock bike, legal for Production class road racing. To order call or write: Dynojet Research, 1630 Foothill Dr., Boulder City, NV 89005. Phone (702) 294-1524. MC/Visa/UPS COD. (236/39NWX)

Pro Cycle KTM Demo Bikes

1985 KTM 250MX, 8 hours on motor, Z pipe, Z porting and suspension, XC tank, $2500. 1984 KTM 125MX, Z pipe, suspension and motor, $1000. Contact PRO CYCLE, Orange County. (714) 524-5441 (232TFN)

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Looking for replacement or custom windscreens? We make over 360 models! Most are available in clear, light blue, or smoke. Special custom colors are available, too! Touring, sport, or racing, we have you covered. Our newest models fit Suzuki's ES1150ESE Yamaha's FJ1100 and Venture. Also, Honda's NS250, Kawasaki's entire GPz series, and the 900 Ninja. Try our FJ1100 with spoiler or the Ninja in smoke or color-match red. Looking forward to hearing from you soon! FAIRING SCREEN GUSTAFSSON, P.O. Box 3567, St. Augustine, FL 32085-3567. (904); 824-2119. (213/TFNNE)

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Willie Sarratt, 1st 125 pro, and Willie Simons, 1st Open Pro, pulled away to devastate the competition with their FMF Hondas. The same horsepower that's available to you. Start winning! Call us today. Don Emler's FMF. (213) 539-6884. (138)

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All '85s in stock. Husqvarna 250CR, 500CR, 250XC, 250WR, 510TX — KTM 350 MXC, 250MXC. Zero Down Financing. Open 7 Days. ALBA HONDA. (619) 436-9771. (210TFN)

Husky 500 Vibration

We have developed a simple upper engine mount for the water cooled Husky 500. Not a 100% cure, but it helps. No welding. $29.95 plus 2 of your head bolts. Send certified funds, not your head bolts. Bruce Dalton, Rt. 2 Box 273, Minatare, Nebraska, 69356. Evenings, (308) 783-2913. (336/38)

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Street legal, current registration, runs good, looks good. $275/OBO. After 5 p.m. (213) 452-0323. (138/39)

Toomey Racing RZ350 Pipes

Order the BEST today. Kit includes pipes, mufflers, air cleaner, battery box, jetting kit and instructions. MC/Visa/AmEx/COD. TOOMEY RACING USA, (213) 539-6542. (230/TFN/NWX)

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Shipped ANYWHERE UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 643-8340. (234/NW/TFN)

600 Ninjas 550 Jet Skis-in stock

Valley Motorcycle Warehouse has a very large inventory of Kawasaki Ninja's and 550 Jet Ski's. If you're having a hard time finding these hard to get models, call us. (818) 365-6827. 958 N. Maclay, San Fernando, CA. (230/TFN)

'81 Suzuki GS750E

Tracy Vortex fairing, Dunlop Sport Elites. Always garaged, 14,000 miles, ridden only summer weekends. $1600/OBO. (213) 322-4467. (537/38)

** $249 U.S. **

Kawasaki GPz 750 lower fairings available through VANCOUVER SUZUKI. (604) 734-4762. (224NWX/TFN)

Must Sell '85 KX 125

Low time, never raced, all stock, still has original front tire. Excellent condition, bike is 8 months old. Moved up to a bigger bike. Call business number, days, (619) 365-8351. Evenings, (619) 365-1698. In Yucca Valley. $1200. (137/38)

1983 CR480, excellent condition, Metzelers, shock modifications, little use. $1075. (213) 377-3598. (136/38)

Honda CR 125R

Ridden only once. $1400/OBO. (818) 889-6043. (137/38)

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1978 Darmah, 18,000 miles, great condition, only $2500. 1968 Single Scrambler, 350cc, street legal, runs great, only $600. Also TT500 Hi-port head, Carillo, Megacycle, etc. $1200. (602) 628-7604. (137/38)

9' Dana Cab Over Cycle Camper

Carries 2 bikes inside, stove, ice box, $1100. (714) 554-0898. (137/38)

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August 19-22 Mosier Valley, Dallas, TX; August 26-29 Thurston, McCleary, WA. Call for reservations today!!! (619) 868-3407, or (714) 980-4703. (216TFN)

FOR SALE: TWO TZ ROAD RACERS. 250's, F&G models, both for $2500 plus many spares. Hurry! (209) 727-3674. (137/38)

600 Ninja Tune and Service

At Covina Kawasaki. $75 plus parts. Shop and save. One day service good through 10-2-85 with ad. Call Paul at (818) 967-4181. (137/38)

1984 XT600 Yamaha Enduro

Very good condition, low miles, front disc, 43mm forks, single shock. Call Rich aftr 4 p.m. (213) 322-7257. $1475. (137/38)

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Very low miles, excellent condition, must sell. (408) 637-0614. (137/38)

1971 Triumph TR6R

Excellent condition, 18,500 original miles. $1000. (805) 259-4194. (137/38)

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Looks and runs like new. FMF pipe, Answer silencer. Maintained and serviced by professional mechanic. Very clean. $950. (213) 322-4129, (213) 322-6501. (137/38)

Wanted: Forks, Drum, Brakes

Wanted: Ceriani long road race forks and Fonta four leading shoe front brakes. Only first class quality, no junk. (717) 689-2687. (336/39NEX)

California Superbike School

Course fee includes leathers, helmet, boots, gloves and Kerker equipped GPz Kawasaki. Riding seminar by Keith Code, a nd 40 miles on the track. Upcoming shcools: Sears Point — Advanced class, September 2nd. Laguna Seca — Advanced class, September 7th. Willow Springs, October 5th. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (206TFN)

1966 H-D FLH Electraglide

Extremely nice, original, not restored. Must see. 26,000 original miles. Supercruiser. $4950. H-D Hi-Fi Burgandy and white. Ask for Ron, (619) 367-2294. (337/38)

1985 DMC KX125

Full package racer. Too much to list, extra parts. Excellent shape. $1650. White power shock, used 2 times, fits KX125, $160. (213) 493-2017. (437/38)

1984 Suzuki RM250

Very reliable bike, good shape. $1000. (213) 493-2017. (437/38)

1985 Kawasaki 550 Jet Skis

One, 2 months old, totally modified! Pipe, carb, pump, prop, very fast. $1600 invested in parts. Sacrifice, $2400. One, used, runs good, $1700. (818) 913-5220. (137/38)

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WEEKLY RATES (Multiply by number of weeks ordered)

REGIONAL RATES
(Cycle News/West only)
PRIVATE PARTY

Per word . . . . . 25¢
Headline in bold type . . . . . $3 extra
Photo . . . . . $4 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERCIAL AND HELP WANTED

Per word . . . . . 55¢
Headline in bold type . . . . . $6 extra
Photo . . . . . $9 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)
Blind Box Service Charge $5.00

NATIONAL RATES
(Cycle News/West and Cycle News/East)
PRIVATE PARTY

Per word . . . . . 45¢
Headline in bold type . . . . . $5 extra
Photos (No larger than 5x7) $7
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERCIAL AND HELP WANTED

Per word $1.10
Headline in bold type . . . . . $10 extra
Photo (No larger than 5x7) . . . . . $15 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

WANT AD DEADLINE

Ads are accepted on a first come first served basis. Cycle News reserves the right to edit copy. Any discrepancies MUST BE REPORTED WITHIN ONE WEEK OF PUBLICATION to receive any adjustment. No cancellations after 5 p.m. Thursday. Want ad deadline is Friday noon for the following Wednesday's issue.
Fill in the Visa/Master Charge blank or send check or money order to: Above Address
CREDIT CARD LIMIT
MINIMUM $5.00 PLUS .50 POSTAGE and HANDLING

Signature _____

Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and in accordance with the agreement governing the use of such card.

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

Please run my ad ___ weeks in West
Please run my ad ___ weeks in East

Name _____

Address _____ City _____ State _____ Zip _____

PRINT BOLD HEADLINES HERE — **EXTRA** (leave spaces)
Bold Headlines do not count towards want ad word count

Want Ad minimum . . . $2.50

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35
36	37	38	39	40	41	42
43	44	45	46	47	48	49
50	51	52	53	54	( )	55

Cycle News cannot be responsible for illegible phone numbers.

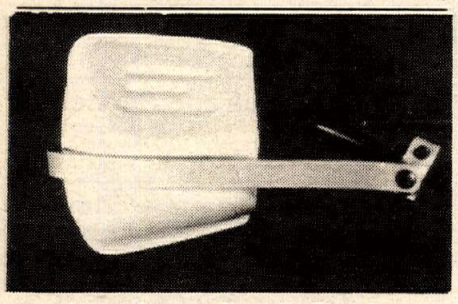
Area Code/Phone No.

Team MacLean RS500/250
Expertly detailed, professionally maintained, fresh, ready to race. 2 1985 RS500's and 2 1985 RS250's. Spares packages available. Call Stuart Toomey for details. (213) 539-6542. (237/39NWX)

SALE! 15% OFF INTERSTATE LEATHERS
End of season clearance on racing quality leathers. Worn by Rainey, Schlachter, McDonald, Brauneck and Church. Great protection at great prices. Save 15% on in-stock suits until Oct. 1. Call today! Pittsburgh Performance, Visa/MC, COD. (414) 392-3170. S64W31751 Hwy X, Mukwonago, WI 53149. (336/39NEX)

** '86 Husqvarnas **
Are almost here! Non-current blow-out! '82 125XC/WR, $899. '84 400WR, $2695. '84 250WR, $1995. '84 500XC/WR, $2295. BRITALIA MOTORS (408) 365-7575. (235TFN)

1983 Honda 750 Interceptor
New RK and sprockets. New camshafts, K&N air filter, Barnett clutch, K391R front and rear, 14k miles, excellent condition. $2600/OBO. After 6:30 or weekend. (805) 526-4529. (137/38)



Aluminum Brush Gards Guaranteed Unbreakable
Unsurpassed in features and quality. Still only $39.95. Also available with plastic deflectors in team colors. $54.95 complete. At your dealer or direct. Enduro Engineering, 3175 Stone School Road, Ann Arbor, MI 48104. (313) 971-3683. (137/38NEX)

2 Valve Jawa
Late model engine, 2 speed transmission, spare front and rear wheel, 57 to 73 gearing, plus all parts. $1000. Before 6 p.m., (818) 786-9286. After 6 p.m., (213) 456-1063. (137/38)

1985 Honda CR250R
Excellent condition. $1650/OBO, after 4 p.m. (714) 689-8178. (337/38)

Panther Shorttracker & TT
Yamaha 500 Panther frame. Hurst Airheart, Grimeca, Martek CDI, K&N, S&W. Two races on motor, new paint, looks sharp. $2400/OBO. (206) 483-9598, Jeff. (137/38)

Yamaha Road Racers
Only four Yamahas were in winner's circle in 1985 Camel Pro F-1 events. Two of them are offered for sale here. TZ500J, TZ750. $15,000 takes both bikes and all spares. Will consider separating. Call George Vinsensi at (413) 568-2570. (336/40NE)

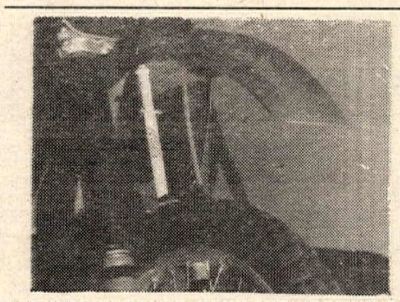
RS750 Honda Dirt Tracker
C&J twin shock chassis and glass. Fox shocks, Telesco 42mm forks, WM 5 and WM 6 D&M wheels, bored Mikunis. Injured, need $$$. $12,500 firm. (618) 233-2035. (336/39NE)

FZ750 Superbike
Specially built for racing. (707) 644-0217. (337/38NWX)

Eurostyle Motorcycles
****
Delivery Now — New In Crates
***Yamaha-RD500LC V-4**
***Honda-NS400R V-3**
***Suzuki-RG500 Gamma**
***Suzuki-GSXR 750**
***Honda-NS250R**
***Kawasaki-KR250**
***Honda-XLV750R**
Other Models Available
Call Now!! (415) 485-1921. (335/38NWX)

1982 Moto Guzzi Monza
500cc, only 600 miles. Excellent condition, ideal for short rider. Must sell, wife lost interest. $2000/OBO. (602) 747-2647, or (602) 795-8726 after 5 p.m. (337/38NWX)

Ford Esquire 28 Ft. Motorhome
New April '84. Sleeps six, hauls five motorcycles. Air, generator, microwave, big refrigerator, awning. 6.9 diesel, 9 mpg. Tex Peel, (313) 659-3585. (137/40NEX)



NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE, $19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (219/TFN/NW)

1985 Honda XR350R
Perfect condition! Only 50 miles, digital clock, brake and reservoir guards. Why pay dealer prep and tax? Stuart, (714) 639-1620, days. (714) 779-0269, nights. $1850. (337/38)

Special Cagiva Offer!
Call for low introductory prices on these race winning dirt bikes! EUROPEAN CYCLE SPECIALTIES, 10301 Garden Grove Blvd., Garden Grove, CA 92643. (714) 530-2712. (235/38)

1985 Honda RS250R
Finished top ten every AMA Formula 2 event. Spares, Pro Circuit pipes, ported cylinders, spare front wheel. Best offer. Contact Ron at Starfire Racing. (714) 380-1900. (335/38NWX)

Italian Classic — Flash Bike
1968 M.V. Augusta 600/4; Excellent running condition, serious inquiries only. Call Rich at (714) 828-9589. (137/38W 37E)

1979 Honda CBX
Koni shocks, mint condition. (214) 254-1041. (337/38NWX)

'64 Pont. Convert.-'83 GPz750!
Very nice car, $2950. Super clean 9,000 mile bike, $2150. (209) 357-1584. (137/38)

Like New 1984 900 Ninja
Just 2350 miles, always garaged. Ridden as second bike. Targa fairing and Chin fairing bras. All original. $3600. Call evenings. (213) 591-5082. (5A)

DICO TRAILER and storage box. Carries 2 bikes. Table and seats become queen sized bed. $625. (818) 799-3231. (137/39)

1985 Yamaha TT 600 $1600
Anticavitator forks, Scott's suspension. (818) 786-0457. (437/39)

1982 HUSKY 175cc, and 1980 SUZUKI GN400. $400 each. (818) 786-0457. (437/39)

Wolf in Sheep's Clothing
Suzuki, 19[illegible] GS1100E, Hannigan fairing, Krauser bags, Konis, Lockhart, new Elites, 20K miles. Great sport tourer, $2650, includes $1500 in accessories. (916) 587-2333 days, (916) 587-4779, evenings. (137/39)

Bultaco Parts — (713) 351-0075. (228/39NWX)

1985 KTM 250MX
New condition, dealer owned and maintained. Never raced. Over $800 in spares. Delivery negotiable. $2000/OBO, will trade for '79 or '80 CBX. Ask for Alan, (512) 993-6236. (234/TFN/NWX)

'85 Yamaha YZ490's
One purchased but never ridden due to injury. $1995/OBO. Another in good condition. $1695/OBO. (818) 360-9773. (234/TFN)

Knight 500
Yamaha TT 500, Marzocchi, Fox, Grimeca, Megacycle, Bill's pipe, extra glass, rims. $2200. (503) 232-0446. (137/38)

VINTAGE MOTORCYCLES

We will be at: CARLISLE — OCT. 3-6 In BLDG. R-6-7-8; HERSHEY — OCT. 10-12 BLUE FIELD OB-29-32

An outstanding collection of vintage investment quality European motorcycles being offered for sale

Among the group are the following:

'67 Velocette—Thruxton
'56 Triumph—T 110
'68 Triumph—Bonneville
'50 Vincent—Black Shadow
'68 Triumph—Trophy
'66 Triumph—TT Special
'76 MV Agusta—750S
'71 Norton—Production Racer
'66 Triumph—TT (Comp. Chassis)
'61 Matchless—G80 TCS
'63 BSA—DBD Gold Star

All items are available for immediate sale.

Plus Several Others
Also—Many rare European parts

The Condition of all of the Motorcycles is Absolutely First Rate Throughout

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215/687-0468 Home

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$89.95 Suggested Retail

Change your old tattered seat into a richly contoured comfortable saddle. Kits include a one piece foam bun, vinyl cover and EZ to follow instructions. Choose from either double bucket (shown); single bucket; or LTD styles. Available for Honda, Yamaha, Suzuki, and Kawasaki.

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TECHNICAL SERVICE COORDINATOR

Expansion of our Racing & Technical Service Support Activities for our Dealers and Customers has created a position of Technical Service Coordinator in our San Diego Headquarters.

Responsibilities will include communication with dealers and customers, instruction of service schools, assistance with warranty, and writing of Technical Bulletins. May also involve some preparation of motorcycles and actual mechanical work.

Candidates should possess a good mechanical background, strong communication skills (verbal and written) and the ability to interface and work well with others. Husqvarna product knowledge a plus.

We offer a challenging and exciting work environment with a benefits package including excellent insurance. Starting salary to be commensurate with experience and education. For consideration please submit resume and salary history in confidence to: Husqvarna Motorcycle Co., Inc., 4925 Mercury St., San Diego, CA 92111, ATTN: Technical Service Position. Resumes already on file will receive consideration.

A & L SUZUKI

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M-Star Dealer
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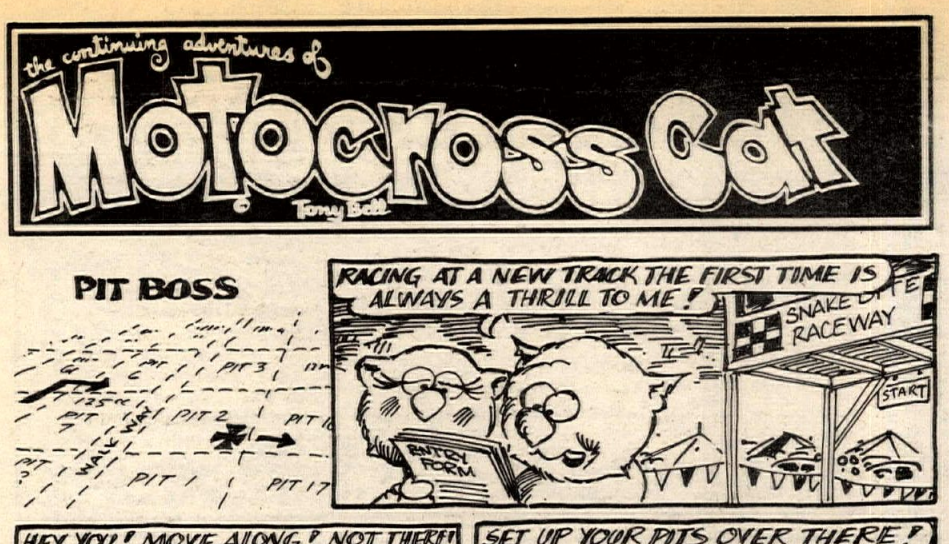
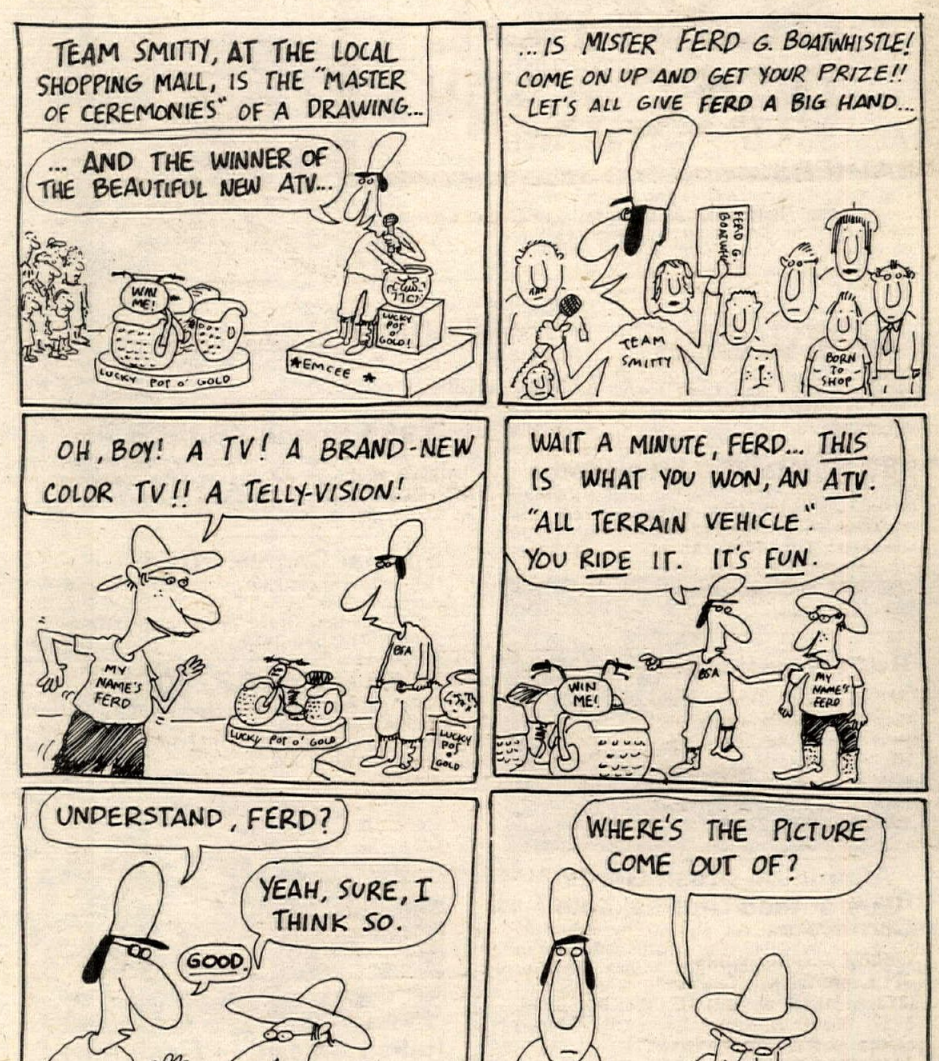
(818) 287-9787





Eurostyle Motorcycles

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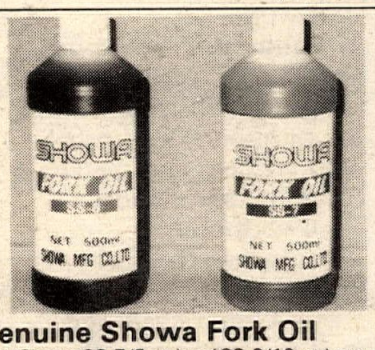
Delivery Now — New In Crates
***Ducati 1000 Hailwood Rep**
***Ducati 1000 S2 Desmo**
***Ducati 750 E-1 Rep-Ltd Qty**
***Benelli 900 Sie (6) Sport**
Call Now!!! (415) 485-1921.
(335/38NWX)



Genuine Showa Fork Oil

Both Showa SS-7 (5 wt.) and SS-8 (10 wt.) are now available. All Honda factory riders rely on SS-7 for their Cartridge and Anti-dive systems. Dealer inquiries invited. SHOWA AMERICAN, Inc., 2909 Oregon Ct. #A2, Torrance, CA 90503. (213) 320-5528. (338/39NWX)

Motorcyclists-Medical ID Card

This card might save your life. Wallet size plastic card. Readable microfilm insert contains personal emergency data. This card speaks for you in an accident or illness. No phone number to call. Recommended by paramedics. Tax deductible. Your life is worth $7 — order now! Send for medical data form. Brian Palormo, Rt. 1, Gilbertsville, KY 42044. (502) 362-8410. (138/39NEX)

XT500 YAMAHA: For parts. Engine and frame. Reasonable prices. I pay the shipping costs. (804) 484-4949. (138NE)

As Seen Oct. Issue Cycle Mag.

First road-going TT2 Duati. Frame #R0001. Never raced, low miles. Current registration. Many extras. Specifications available. Serious inquiries only. $8,600. Josh, (213) 457-2260. (137/41NWX)

Bike, Boots, Pipe

1984 YZ60, excellent condition, $450. Boys MX Malcolm Smith boots, size 3½, excellent shape. Small boys ages 5-8 MX boots, good shape, $25. New YZ490 pipe fits '82-'83, $70. Ron, (714) 783-2739. (138)

RD400F Racer

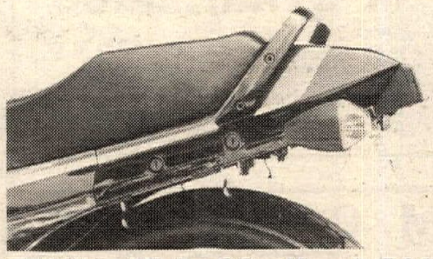
Too many extras to list. Set up for Superstreet 450. Great for beginning racer. $1500/OBO. 1982 RM250 DG pipe, good shape, $700. Trade one or both for 16' Pro Trac trailer. Front end, tank and side covers for GT750 Suzuki, very cheap. (805) 251-4370. (138)

1983 Kawasaki GPz 750

Well maintained, needs some repair. 8500 miles. $1400. 1980 AMC Eagle, best offer. Frank, evenings, (213) 322-1386. (138)

1984 Honda CR500

Pro prepared, new tires, chain, clutch, White Brothers shock and engine mods. Raced 10 times. $1400. Frank, evenings, (213) 322-1386. (138)



Tail Kits: Ninja, GPz, Honda 500

Don't settle for cheap copies. Get the original. Ours is stainless steel and requires no cutting or drilling. Eliminates rear fender, moves signals in 2". (Except 900.) Guaranteed quality. $39.95 to $49.95. COMPETITION WERKES. Visa, MC, COD. (213) 602-1319. (238NWX)

1984 Yamaha YZ490

Proven winner. Works Performance shocks and forks, big and small tanks, spark arrestor, green stickie. Perfect condition, $1500/OBO. Call Gill at Works Performance, (818) 701-1010. (338/42)

Honda Factory Team Superbike

1024cc "F" bike, full works! Ex-Spencer, 3rd at Daytona 1982. Featured in Honda poster. Incredibly trick! Retired end of 1982 Mint original condition. Ideal for collectors, endurance racers, or street enthusiast. Must sacrifice! $4400 or trade for "V"-Max. (818) 840-4036, Monday through Friday evenings. (714) 592-4723, days. (138)

1985 Maico/M-Star GM250cc

Excellent condition, disc brake, clutch modifications, job forces sale, $1895. Or trade for '85 Honda CR500. (714) 543-4484 or (714) 631-5564. (137/38)

Now In This Area!!!

Harley Bike Riders of America Club. Membrships now being taken. For official membership certificate and patch send to: Harley Bike Riders, P.O. Box 3451, Springfield, IL 62708. Memberhip is only $15. Street bikes — dirt bikes — choppers. (138/NEX)

1986 M-Star GM500

New air cooled cross country model, desert tank, wide ratio transmission, enduro lighting, etc. Call for special price. Laidlaws, (818) 280-3977. (338/39)

1984 Husky 500 Enduro

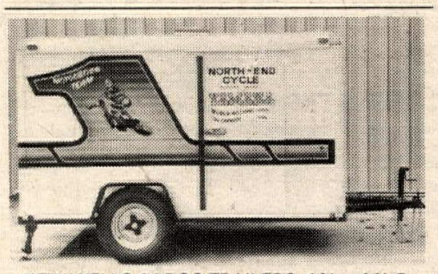
Excellent shape, low miles, extras. $1495/OBO. Lynn, days (213) 829-2226, evenings (213) 316-2296. (338/39)

ATK Authorized Dealer "Get One Or Get Left Behind" Cycle Products West

Has '85 ATK's in stock for immediate delivery. Large selection of dirt and street bikes. A full line of accessories. Complete service department. Tires, batteries, and chains installed while you wait. Pick-up and delivery available. 11900 Pico Blvd., W.L.A. (213) 477-0997. (238-39)

1983 Honda CR480

Excellent condition, bought new in '84. $1100/OBO. David, (818) 905-0465. (138)



NEW WELLS CARGO TRAILERS: 10' to 44'. Best prices in America! 10' . . . $1,399.95. 12' . . . $1,570. 14'. . . $1,740. Five locations to pick up: Greenwood, South Carolina; Waycross, Georgia; Elkhart, Indiana; Ogden, Utah; Waco, Texas. Free catalog. Kyle Murray, 1716 72 Bypass, Greenwood, SC 29646. (803) 229-4666. (132/EOI/38NEX)

TWO WESLAKE GTR750: Twin engines, $1,500 for both. Call Neil Keen, (314) 426-6959; Marlon Hart, (618) 235-2299. (238/44EOINE)

Ninja 900 Performance Parts

Keihin 33mm CRs, K&Ns, 40mm stacks, jets, $375. SuperTrapp slip ons, $150. Fork brace, $50. Lockhart comp. oil cooler, $100. (203) 623-9640. (138NE)

Jr. Built XR750 H.D.

Fresh rebuild, Branch heads, Lawwill cams, some spares. $5000. (602) 934-7157. (338/39NX)

Husky Auto Dave Bertram's 500

Perfect, cheap. $1500 firm. (408) 395-2020. (138/40)

Lawson's Replica

1983 Kawasaki 1000R, excellent condition, Marzocchi's, Dynojet, tuned chronograph, new Dunlops, chain, sprockets. Lots of extras. $3200/OBO. (714) 898-3170. (138/39)

T&O Yamaha Opportunities

Due to a new store opening in Buena Park, we now have openings at both stores for sales manager and parts personell. This is a career opportunity that provides excellent compensation in terms of pay, benefits and working conditions. Call or write Bob Klee at T&O YAMAHA, 24020 Narbonne Ave., Lomita (Torrance), CA 90717. (213) 534-2311. (238/39NWX)

Exotic Motorcycle Imports

In stock now and available for immediate delivery. Suzuki; GSXR750, RG500 Gamma. Yamaha; RZV500R, RZ250 Phazer. Honda; NS400R Rothman's Replica. Cycle Guide October issue test bikes available at reduced prices. (213) 824-7160. (338/39)

DEALER And SERVICE DIRECTORY

For Dealer Directory Info. Call Cycle News
(213) 427-7433

SERVICES

Alternator/Stator Repair

REPAIR YOUR STATOR — 50% off list price. Most Japanese models — call for info. Send complete stator prepaid to Stator Repair Svc., 14568 Arrow Rte., Fontana, CA 92335. (714) 829-3084. Work guaranteed 90 days. Call w/info.

Bolt Removal Service

TAP-EX CO. — Broken studs disintegrated without damage to hole! Also EZ outs, drills, taps, etc. U.S. & metric threaded inserts installed. 1 day service, most parts. 1825 W. 144th, Gardena, CA 90249. (213) 323-3834.

Brake & Lamp Certificates

LeBARD & UNDERWOOD — 321 E. Imperial Hwy., La Habra, (213) 691-0553 or (714) 879-8252. Quality HONDA sales, service, parts & insurance since 1946. Open 7 days a week. 3 miles west of 57 Frwy.

British Parts

TOLL FREE # — Parts for Triumph, Norton or BSA. Most complete stock in USA. Shipped same day, COD, MasterCard or VISA. Call (800) 527-5544, in OK (405) 787-3440. Euro Cycle Imports, Inc., 1925 No. MacArthur, Oklahoma City, OK 73127.

Crank Shaft Repair

WE REPAIR — All plain or roller bearing cranks to factory specs. Repair of chrome plated cylinders. Maico parts & Service. Cal West Cycle, 1949 W. Commonwealth, Unit A, Fullerton, CA 92633 (714) 526-0241.

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PRO-TEC — Go where the factories go to accurately match parts for max power. Dynamometer and flow bench analysis or two or four-stroke engines in our complete R & D facility. (714) 738-0631, (213) 697-6759, 282 Gemini, Brea, CA 92621.

Cylinder Work

HANDCRAFTED CYLINDER LINERS INSTALLED — Cast/Chrome. High performance porting. Maximum two weeks turn around. UPS daily. (Bill Wagner's) NW Sleeve and Engine. 903 NE Cleveland, Gresham, OR 97030. (503) 666-8430.

Enduro Rollcharts

JART — Enduro Rollcharts — Easy to read — Used by all factory teams — Many options — guaranteed. Any enduro, any place — $5 each day. Club rates. Subscription service. 4673 Via La Primavera, Yorba Linda, CA 92686. (714) 970-6876.

Engine Building and Repair

CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 720 Northeast 242, Gresham, OR 97030. (503) 667-5224.

European Motorcycles

FOR THE ENTHUSIAST. Authorized dealer for Laverda, Cagiva, Ducati, Benelli. European Cycle Specialties for sales, service, parts, accessories. 10301 Garden Grove Blvd., Garden Grove, CA 92643 (714) 530-2712.

Exhaust Systems

COFFMAN'S has available a full line of ATV high performance exhaust systems. All guaranteed for quality & performance. 39200 Seraphina Rd., Murrieta, CA 92362 (714) 676-4100.

AIRCONE builds custom cone kits or pipes to your spec's. Complete custom metal fabrication and plating shop. Nickel, Chrome, Brass, Copper, Gold. Plating done by mail. 5901 Emerald Ave., Las Vegas, NV 89122. (702) 456-4177.

Frame Straightening

THE FRAME SHOP — Professional collision specialists. All forms, front end, swingarm, wheel reconditioning. Complete welding facility to repair broken cases, fins, front end acc., crushed frame tubes or ? 11074 Mercentile, Stanton, CA 90680. (714) 893-6700.

DR JOHNS — Precision frame straightening. Head angle rakes Pro Stock & Desert racing. Mag wheels, stems, crowns & fork tubes straightened. All model ATV's case welding & fin repair. 1524 "A" Industrial Park St., Covina, CA 91722. (818) 332-1598.

Helmet Service

BELL HELMETS — Know about their factory Customer Service Dept.? Make your Bell Helmet look and work like new! Free inspection with quote. Call Customer Service Dept. between 10 a.m. & 12 p.m. and 1 p.m. & 4 p.m. Mon.-Fri. at (213) 921-9451 or 714/522-8292.

Insurance

CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. (714) 956-5222, (213) 637-0751. P.O. Box 3878, Anaheim, CA 92803.

Pipe Protectors

BANZAI BROS. RACING solution for mashed pipe problems, the Banzai Bros. pipe skid. Adj. to all 125cc thru open pipes, no welding, alum. or 14 gauge steel, $27.95-$32.95. Ask your dealer. P.O. Box 41457, Eagle Rock, CA 90041. (213) 256-4922.

Porting

PORTING TOOLS — motors/tools/cutters/stones/kits/mandrels/abrasives/parts/acces. for any M/C, ATV, car or dune buggy port job. #1 US Mfr./Dist. porting tools. CC Specialty, Rt. 4, Box 204, Lawrenceburg, TN 38464 (615) 762-6995.

Racing Fuel

PRO-FUEL — High performance gasoline 108 octane. Legal for all racing organizations. Attention speedway & drag racers: Methanol now available. We ship daily — UPS & motor freight. (213) 830-4678.

Radiator Repair

PAUL THEDE'S RACE TECH — Repair cracked & bent aluminum radiators & oil coolers. We fix what others can't. All work pressure tested & guaranteed. UPS daily anywhere. 3227 Producer #127, Pomona, CA 91768. (714) 594-7755.

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